VOLUME VI NUMBER 11

April 1, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

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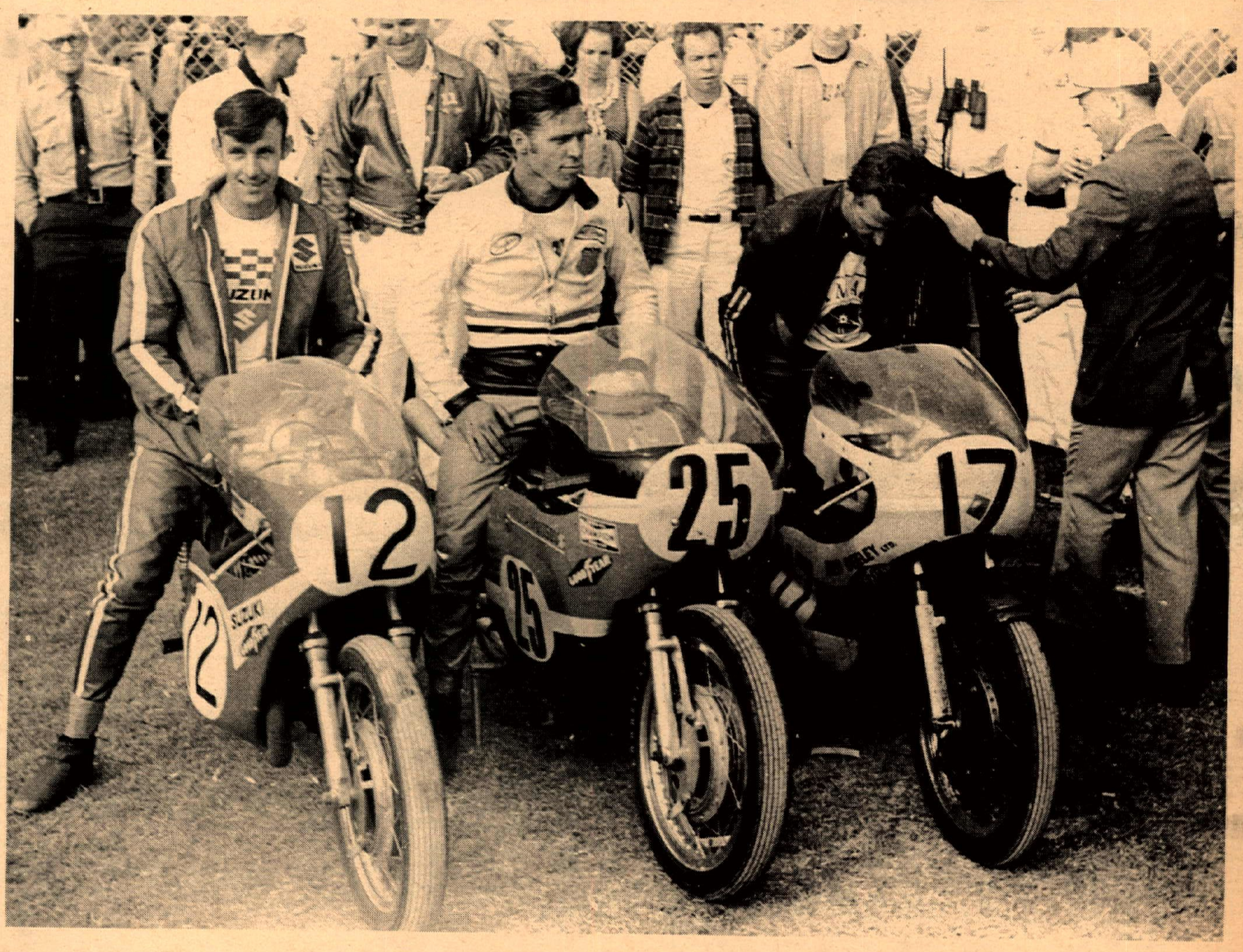

Harley-Davidson Wins in Come From Behind Performance Grant Suzuki 2nd

(SEE INSIDE)

Flanked by his well-beaten adversaries, Cal (25) Rayborn, astride his trusty Harley, tastes the joys of victory in the biggest U.S. road race of them all. Ron (12) Grant proved himself one of the world's top road racers by finishing runner-up on a 500cc Suzuki 500-5 and Mike (17) Duff carried the victory banner for Canada and Yamaha by taking third place in the raincheck event.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway in Cal., Long Beach Fwy. & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. Starts April 3, 1969 summer schedule.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES by Feather River M.C., Triple M Speedway, Simpson Lane, Marysville, Cal., Signup & Practice 5:30 p.m., Race 8 p.m., Side hack class. Info: Feather River M.C., 46 Arizona Way, Marysville, Cal. 95901. Joyce Krill Secretary.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

MINICYCLE & GO KART RACES – Huntington Beach, Calif. Cycle Park. Info: 842-2111. No bikes on Sun. April 6.

DESERT RACES by Smokebomb Gaetz M.C., 3–15 mi. loops. Limed from High Vista Store, at Ave. J & 100th St., north of Palmdale, Cal. 1 p.m. starting.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

SATURDAY, MARCH 29th

MOTO-CROSS at the club grounds above Zillah, Washington. Races start 12:30 p.m. Follow the red arrows 1 mi. E. and 1 mi. W. of Zillah, Wash. on Hwy 12. 14 mi. S.E. of Yakima, Wash. Info: GI 2-2188, 611 S. 1st St., Yakima, Wash.

SAT. & SUN., MAR. 29 & 30th

8th ANNUAL YUMA PRISON RUN by Norwalk Centaurs M.C., 12630 Whittier Blvd. Info: (714) 298-4498.

GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 25, $8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Cal. Sidehacks both days, gates open 6 a.m.

SUNDAY, MARCH 30

MOTO-CROSS by AFM St. Louis Chapter, Sportsman, at "66" Cycle Park, 2 mi west of St. Clair, Mo. on Hwy 66. Info: AFM St Louis, 6115 Gravois, St. Louis, Mo. 63116.

LOS ANCIANOS 8th ANNUAL MARCH HARE SCRAMBLES, 120 miles, 3 40 mile loops thru Yuha Badlands. Limed off Hwy 98, 6 miles East of junction with Hwy 80 (Interstate 8). Dist. 38 points. Starts 10 a.m.

SCRAMBLES by Motorsycho Exp. Post 305 of Madera, at Big Cedar Springs, Hwy 41 4 mi. No. of Oakhurst, Cal. Double scramble points, scrambles & trail scooters. AMA sanct. Info: 673-3146

POKER RUN by Sacramento Golden Banner & Trailblazers M.C.'s at Redwood City, Cal. Info: (916) 422-2420.

ENGLISH TRIALS S.C.T.A. sanct. Saddleback Park, Orange Cty. Cal. Info: (714) 639-5832.

ACA NAT. POINTS ROAD RACE Willow Springs Raceway, Rosamond, Calif. All prod. & G.P. classes. Pit open 8 a.m., 1st race 11:30. Info: (714) 528-4290.

MOTO-CROSS at the Santa Maria Speedway, sponsored by Lompoc Slo-Pokes M.C. AMA sanc., limed from the Bakersfield turn-off.

11th ANNUAL ANGELS' FLIGHT by the Lost Angels M.C. Limed from Hi-Vista Store. Dist. 37 desert points. 10 a.m. start. Large rock party Sat. night. Info: 768-1058.

SHORT TRACK RACES by Sacramento Trackers M.C. at Sacramento National Raceway, Hwy 16 or Jackson Rd to Excelsior, North on Excelsior Rd. 1/2 mi. behind Mather Field. Sign-up and practice 9-11 a.m., race 12 noon. Info: Ralph (916) 481-6527 or Jack Jackline 967-5403.

SCRAMBLES by Modesto M.C., AMA, Fwy so. to Crows Landing Rd. out of modesto to Taylor Rd. Turn right, limed from Modesto, Cal. or from Hwy 132 turn right on Carpenter Rd. & follow lime. Sign-up 9-11, race noon.

HILL CLIMB by South County M.C., Hollister, Cal. Info: (916) 422-2420.

CLIFF HANGER ENDURO approx. 70 miles. No points just fun. 2 mi So. of Beaumont on Beaumont Ave. 1-2-3 place trophies to 3 classes. Sign-in 7 a. m. first bike out 10 a.m. Info: Gary Mattingly (714) 658-8062.

Take a friend to a motorcycle event this weekend.

POKER RUN by San Jose Dons M.C., start & end at 523B Columbia, San Jose, Cal., sign-up 8:30 to 10:30 a.m.

MOTO-CROSS 3/4 mi. North of club grounds above Zillah, Washington. Races start 10 a.m. Follow the red arrows 1 mi. E. and 1 mi. W. of Zillah, Wash., on Hwy 12. 14 mi. S.E. of Yakima, Wash., Info: GI 2-2188, 611 S. 1st St., Yakima, Wash.

TT SCRAMBLES & MINI BIKES by Moto Clum Latino, at Auto Pista "Adolfo Lopez Mateos" on Hwy between Tijuana & Mexicali, Mexico. Practice 9-12, race 1 p.m. Five classes, Expert & novice. Info: Benny Sanchez, Av. Madero 1526, Mexicali, B. CFA., Mexico. Tel. 293-11, or B. Harmer, 1331 Bush St., San Diego, Cal. 92103.

ENGLISH TRIALS by Marin County M/C Association, at China Camp, Cal., limed 1 mile north of San Rafael on Hwy 101. Info: Loren Williams, (415) 457-9468.

TT SCRAMBLES by Experts M.C., 251 Paden Drive, Spring Valley, Cal., South Bay Speedway (formerly Mesa Speedway) Main St turnoff of Interstate 5, Chula Vista. Info: (714) 479-4959, Jim Harmon.

WEDNESDAY, APRIL 2, 1969

FLAT TRACK RACES, Trojan Raceway in Cal., Long Beach Fwy & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. 100cc, 250cc, & open. 40% gate.

WED.–SUN., APRIL 2–6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.–SUN., APRIL 3–6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal. Info: (213) 341-7156

FRIDAY, APRIL 4, 1969

AMA PROFESSIONAL FLAT TRACK RACES 1969 season opener, Ascot Park, 183rd St. & Vermont Ave., Gardena. 18 events, three mains. First outing for 750cc machines on 1/2-mi. dirt oval. First race 8:15 p.m. Info: (213) 323-5055.

SATURDAY, APRIL 5th

AMA PROFESSIONAL TT RACES Ascot Park, 183rd St. & Vermont Ave., Gardena. 18 events, three mains. First night race of 1969 season on 5/8 mi. steeplechase course. First race 8:15 p.m. Info: 323-5055.

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

MOTO-CROSS by C.M.C. at Saddleback Park, Orange, Cal. Info: (714) 539-3328, after 6 p.m.

RIDING SCHOOL S.C.T.A. sanct. Saddleback Park, Orange Cal. Info: (714) 639-5832.

EUROPEAN SCRAMBLES by K.C. Trailblazers. 3 mi North of McKittrick & 10 mi Southwest of Buttonwillow. Dist. #35, AMA point event. 0-125cc 10 a.m., 126-250cc 11:30 a.m., 251-open 1 p.m. Info: Jack Ogle, 321 Rosalee Ave., Shafter, Ca.

27 MILE PONDEROSA HARE SCRAMBLES by Greyhound M/C at Ponderosa in 15 mi E of Lancaster on Ave. "J". Trophies to 50% of entries. 10 a.m. start. Info: (213) 367-2907.

SHORT TRACK RACES by Fort Sutter M.C., El Dorado Spdy. Info: (916) 422-2420.

POKER RUN by San Jose Dons M.C., San Jose, Cal. Info: (916) 422-2420.

HILL CLIMB by Campbell M.C., 2336 Forbes Ave., Santa Clara, Cal., at the Hall Ranch "Cycle Hills" Morgan Hill. AMA. Info: 378-1974 or 241-6443.

MOTO-CROSS EASTER EGG HUNT by Sage-Hoppers M.C. AMA, at Encinitas, Cal. Experts 9 a.m., Novice p.m. Limed from #5 and Encinitas Blvd. Info: Bob Gooding (714) 753-2907.

SUN., APR. 6, MAY 4, JUNE 1

SPECIAL CMC MOTO-CROSS SERIES at Saddleback Park.

SATURDAY, APRIL 12th

EASTER EGG HUNT by Channel Riders.

SAT. & SUN., APRIL 12 & 13th

18th ANNUAL NORTHWEST TT CHAMPIONSHIP, by Owyhee M.C., Box 733, Boise, Idaho 83701, $1800 purse, Nov. qualify Sat.

SUNDAY, APRIL 13th

TT SCRAMBLES by Scramblers M.C. at Adelanto track on Hwy. 395. Dist. 37 points. Lightweights at 9 a.m. and heavyweight at 1 p.m. Info: (805) 497-2060.

MOTO-CROSS Golden State Series, CMC Points. Carlsbad, Calif. Info: C.M.C., P.O. Box 1334, Huntington Beach, Calif. 92647. (714) 539-3328.
points, trophies & riders insurance. Mail entry $5, post $10. Entries close 7 days before races.

EUROPEAN MOTO-CROSS by Trail Trotters M.C. Limed to Coalinga, Calif. from all main roads. AMA sanct. Dist. 35 points. Info: (209) 935-1757 Bill Little.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

2nd ANNUAL POKER RUN by Bakersfield Red Tops. Info: (805) 324-9243.

ROAD RACE by AFM Los Angeles Chapter, Championship, at Orange County Int. Raceway, 15 mi South of Anaheim on Interstate 5 (Santa Ana Fwy).

ARIZONA TT CHAMPIONSHIP at Eastside Cycle Park, Tucson, practice 9-noon. Info: (602) 327-6902.

MINI BIKES RACES Saddleback Sanct. Saddleback Park, Cal. Info: (714) 639-5832.

TT SCRAMBLES OPEN, Huntington Bch., Calif. Cycle Track. Sign up closes 10 a.m. Practice begins 9 a.m. Info: 842-2111.

ANNUAL VICTORS M.C. HARE & HOUND limed from Redrock Canyon, 20 mi. N. of Mojave, Cal., on Hwy 14. Start 10 a.m. 2 45 mi. loops, LeMans start. Info: (213) 780-1297.

SUN., APR. 13, MAY 11, JUNE 15
SPECIAL CMC MOTO-CROSS SERIES at Carlsbad.

MONDAY, APRIL 14th
DIST. 36 REFEREE'S MEETING 8 p.m. Hayward M.C., 3800 Depot Rd., Hayward, Calif.

SUNDAY, APRIL 20th
4th ANNUAL RUN by Norwalk Rockets. Info: (213) 863-5339 or 863-9106.

CANDY RUN ENDURO by Crestline M.C. & Rialto Jr. Chamber of Com. at Lyttle Creek. 50 mi. course, start 9 a.m. Limed from Riverside Ave. & Highland in Rialto, Cal. Info: (714) 882-1818. Dub's Cycle Sales.

ROAD RACE by AFM San Diego Chapter, Clubman, Carlsbad Raceway, 7 mi east of Interstate 5 on Palomar Airport Rd. (20 miles north of San Diego).

4th ANNUAL SINGING WHEELS BENEFIT RUN, AMA, Fields events, fun & games. Start at Chuck Holendas, San Diego, Cal. Proceeds go to Home of Guiding Hands. Sign 8-10 a.m. Info: 262-9507.

BIG BUNNY 100 HARE & HOUND, 100 miles of desert at Mattawa, Wash. Pre-entry ($4) closes April 14, Post-entry ($6) 7 a.m. at Mattawa, Tacoma & Bluebarons M.C.'s. Info: Big Bunny, P.O. Box 104, South Tacoma, Wash. 98409.

HARE SCRAMBLES by Foothill Hawks M.C., limed 10 mi North of Adelanto. 2 45 mi loops. Trail bikes 1 loop. 10 a.m. start.

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

6th ANNUAL '49er ENDURO by Polka Dots M.C. of Sacramento, Cal. Start and finish in Forest Hill, first rider out 8 a.m. Polka Dots M.C., 86 Malone Ct., Sacramento, Calif. 95820. Info: (916) 451-1345 or 957-0993.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

ENDURO at Forest Hill. Expert "A" & novice "B" classes. Polka Dots M.C., Sacramento. Info: 451-1845.

AMA PRO HALF MILE DIRT TRACK races. Warmups noon, 1st race 2:15. Purse $1200. San Jose Cty. Fairgrounds, 344 Tulley Rd.

MOTO-CROSS A.C.A. sanct. Saddleback Park, Orange Cty., Calif. Info: (714) 639-5832.

THURS. thru SUN., APRIL 24-27th

CYCLE WORLD MOTORCYCLE SHOW at Los Angeles Sports Arena. Stockers and kustoms of all descriptions including the indescribable. Say hello and get discount discriptions at the Cycle News booth.

SAT. & SUN., APRIL 26 & 27th
Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SPRING TOUR, City of Hope Benefit by Roadriders.

SUNDAY, APRIL 27
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

EUROPEAN SCRAMBLES by Cycliers M.C. of Bakersfield, Cal. Limed from Bakersfield Speedway (No. Chester Ave.) Info: Jack Beson (805) 832-0506.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 (days).

SCRAMBLES, Saddleback Park sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

ACA NATIONAL ROAD RACE, Willow Springs Cal. Raceway, Rosamond, Cal., all classes. Pit open 8 a.m., race 11:30 a.m. Info: (714) 528-4290.

SUNDAY, MAY 4th
TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Oregon 97045, 632-3857 (after 7) or 234-7388 (days).

3rd ANNUAL RAWHIDE ENDURO, by Wassuk Scramblers M.C. 120 miles of Nevada desert, start & finish Hawthorne, Nevada. All classes, side hacks & lady riders welcome. Numbers assigned as received, mail entries ($4) close May 1, post entry $5. Start 8 a.m. Info: Charly Jones, P.O. Box 872, Hawthorne, Nevada 89415, (704) 945-2988.

HILLCLIMB by the Modesto M.C., Cal.

C.M.C. MOTO-CROSS Spring Series. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 539-3328.

AMA NATIONALS

March 30, 1969, Sunday
95 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, South Jersey Enduro Riders, 210 4th Ave., Mt. Ephriam, New Jersey 08059.

April 20, 1969, Sunday
100 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Bristol Twins M.C., P.O. Box 4, Bristol, Va. 24201, Abingdon, Va.

April 27, 1969, Sunday
90 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Tompkins County M.C., R.F.D. 2, Route 3, Newfield, N.Y.

May 4, 1969, Sunday
175 NATIONAL CHAMPIONSHIP ENDURANCE RUN, Midwest National Enduro Riders Assn., c/o Wm. R. Maxey, 1148 Cedar St., Rockford, Ill.

May 4, 1969, Sunday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Cumberland Raceway, Cumberland, Maryland, John W. Barton, Promoter.

May 17, 1969, Saturday
50 Lap, MILE AND ONE-EIGHTH DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Bushkill Valley M.C. Inc., Nazareth, Pa.

May 25, 1969, Sunday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, R.S.C.A. Inc., Lindy Vicari and Al Gaspari, Reading Fairgrounds, Reading, Pa.

May 25, 1969, Sunday
250 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209.

May 31, 1969, Saturday & June 1, 1969, Sunday
500 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Pasadena M.C., 21 E. Howard St., Pasadena, Cal. 91103. Mojave Desert, Pearblossom, Cal.

May 31, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Detroit Area Associated M.C.'s Race Course, Livonia, Mich.

June 7, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Louisville Downs Race Track, Louisville, Ky.

June 8, 1969, Sunday
115 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Black Mountain Enduro Riders, Box 142, Dallas, Pa. 18612.

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HERE IT COMES!

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The OFFICIAL Beginning of the SILLY SEASON

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CYCLE NEWS

APRIL FOOL ISSUE

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(starting April 4th)

Motorcycle Races

TT's 1st Sat. Nite - 8:15 pm
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Drive or ride out Highway 80 (east) to Wilmot, turn left

SUNDAY

April 13th

FREE
"I TTd in Tucson" T-Shirts to out of state riders.

Calif. & Nevada riders welcome

PLUS WHEELIE CONTEST

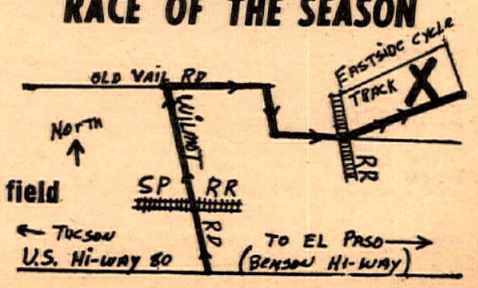
PRACTICE 9-NOON

RACE OF THE SEASON

1/2 MILE GRADED & OILED COURSE WITH 3 JUMPS & FUN

Refreshments, facilities, landing field overnight camping

"A REALLY GREAT TRACK"



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VOICES OF THE WEST

EAGLE EYES

I have been a subscriber to your newspaper for over a year now and have been very pleased with it. It has been a great source of information on different types of bikes and part companies.

I have read your off-the-road test of the new American Eagle 405 and would like to know if this machine is being retailed now, by whom, and the price.

K. BRAUN
Trenton, Miss.

COMMENT: We have forwarded your letter to McCormack International, Box 10910, Santa Ana, Cal. 92711, (714) 540-9944. They can put you in touch with an Eagle dealer in your area.

DEHESA SUGGESTION

I'm writing to you about the TT scrambles at Dehesa Speedway. First I'd like to comment on the way its organized. They get their races off to a good start and you don't have to wait long between races. But in my opinion whoever is in charge of safety is very lax because they let little kids on the infield and the kids run back and forth while the race is still going on. I just hope they don't wait until a kid is killed before they change the rules.

KAREN WHITT
El Cajon, Calif.

CLUB EVENTS ANNOUNCEMENT

Recently I saw an article about the Radio Broadcasting Assocation saying they would announce club events. I didn't get to read the article close so I was wondering if you could send more information on this.

JOYCE KIRLL, Secretary
Feather River M.C.
46 Arizona Way
Marysville, Cal. 95901

COMMENT: If somebody from the R.B.A. would contact Joyce, she would appreciate it.

REALLY APPRECIATE IT

This letter is to express my appreciation to the unknown rider who sacrificed his chances to trophy because he stopped and waved the other bikes away from the Checker who got off (I had some help) on the way to the smoke bomb at the start of the Prospectors run. Things were a little hazy for a while. Thanks again.

CHUCK NELSON (52x)
Santa Monica, Cal.

74's FOREVER!

I know that newspapers need controversy to survive but when writing an article it must be factual, complete and accurate. Who wrote the article and was he at the tests? Who rode the motorcycles? What condition were the motorcycles in at the completion of each test? Were any of the motorcycles rideable at the end of the tests? Were the results of the tests to be made public? Did the Moto Guzzi really beat the Harley time at the road race (time trial)? Could the rider of the Moto Guzzi pass the physical for any police department? I understand from actual witnesses that he was a little scrawny. Since you are shooting down nameplates why don't you ask LAPD about their driveshaft experience? They did a test on the streets of Los Angeles with a BMW. Better yet call Earl Flanders and ask him about police service. Also find out why they ordered 10 units instead of the usual one. Find out how many volunteers LAPD has for the Moto Guzzi.

BRUCE CHUBBUCK
Pasadena, Calif.

COMMENT: See our follow-up to the M-G vs. H-D controvery in this issue.

HERE WE GO, AGAIN

Mr. Cooley:

In answer to your column of January 28, 1969 you state that I sent a letter of protest to FIM. Prove it. You also state that someone sent a telegram to Greeves factory and signed MICUS name to it. I say to you prove it. Run the telegram in the paper. I will pay for the space. You seem to have your wires crossed again. You are the one who got verbally spanked by the ACU, not me.

I am sure you read Maureen Lee's column in Cycle News, February 11th. I would like to thank her for telling the truth. Thanks, M.C.

Sorry for the delay in answering you but Cycle News lost this answer and I had to turn it in again. What happened, C.N.?

NICK NICHOLSON
No. Hollywood, Calif.

COMMENT: Would you believe the bugs ate it?

WHEN IT GETS GOOD TO YOU

Enclosed you will find my check for a one year subscription to your great paper. I'm tired of stopping at various cycle shops on Thursday, and finding out they're all sold out of Cycle News. Besides my friends are starting to believe that I'm a skin flint for borrowing their old issues. The day I subscribe to a newspaper or magazine, you can believe it must be good. Keep up the fine work.

JERRY BAUER
Sunland, Calif.

P.S. Tell the clods at the cycle shops to order more so they won't run out.

COMMENT: Clods please note.

ASCOT STARTS APRIL 4

The 1969 Southern California weekly motorcycle racing season will open Friday night, April 4, at Ascot Park in Gardena, Calif. promoter J.C. Agajanian reports.

Friday night cycle racing has been a tradition for more than 25 years, of which the last decade has seen the 183rd and Vermont Avenue course as home base.

Supplementing the Friday evening flat track action will be TT steeplechase races the first Saturday of each month.

H-D 74 vs M-G V-7

(Continued)

Remember we reported in our March 11 issue this year, that the Los Angeles Police Department purchased ten Moto-Guzzi V-7's of 750cc displacement to use as patrol motorcycles? Well, the Southern California Harley-Davidson dealers were pleased and flattered that the Moto-Guzzi press release chose the high-quality Harley 74 as a standard of comparison, but they suggested to us that there was more of a story than we told.

Naturally we'd checked the facts before publishing them, but we contacted the L.A.P.D. and spoke with several officers in charge of testing and purchasing. They were able to elaborate on some of the facts that may have been misleading out of context, and which the Harley-Davidson rooters would probably like to have spelled out.

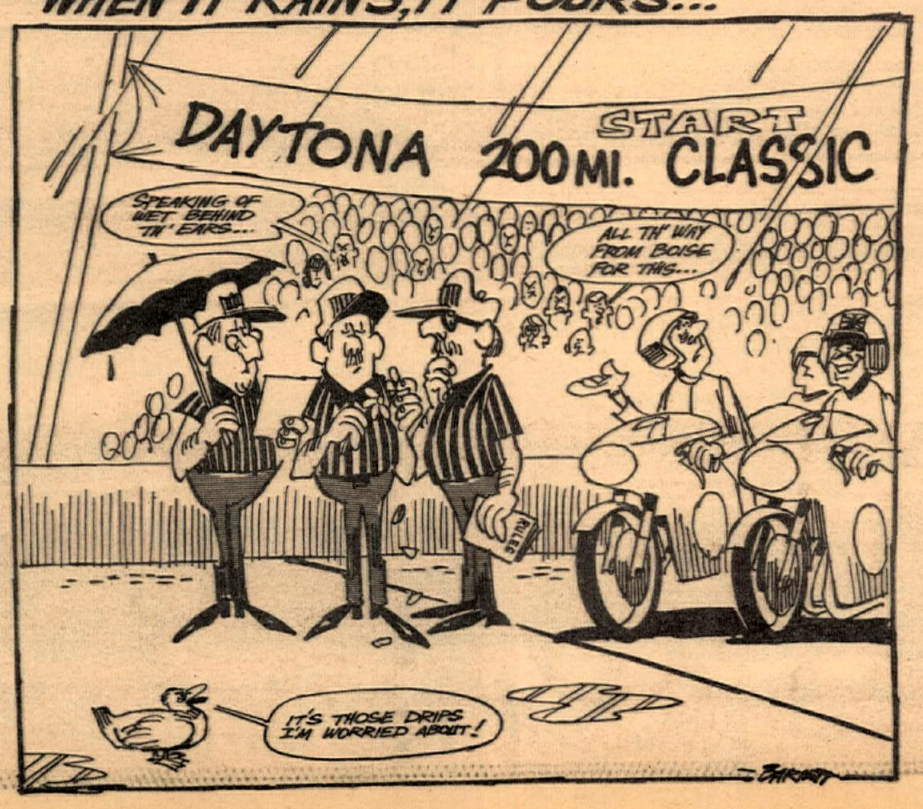
True, the LAPD tested various makes for six months, but the Moto-Guzzi was not tested for a full six months, as may have been inferred. Actually, the V-7 was tested for about 30 days. The Triumph lacked an electric starter, and so was not considered. The Honda 450 experienced "starter trouble" (a rod went through the side and knocked the starter off, was how one witness described it).

In performance tests, the Moto-Guzzi matched the Harley 74, but not without special concessions granted by both the H-D and the Honda reps. A valve had to be replaced after the 10-mile sustained test, which the Guzzi nevertheless passed. The H-D was ridden through the 1/4-mile Accelleration test at Riverside Raceway by a full-grown policeman, while the Guzzi was tested at Lions drag strip the valve replaced and a lightweight test rider from the Guzzi factory aboard.

The ten V-7's purchased were for the purpose of running a cost analysis on them in actual service, says the LAPD. Probably rookie officers will be assigned to the Moto-Guzzis. The Harley 74 is a long way from being obsolete as far as the LAPD is concerned.

Yet the Harley-Davidson enthusiasts in Los Angeles and all over the nation should benefit from having a good competitor in Moto-Guzzi for the lucrative police motorcycle business. Cities buy vehicles through competitive bidding. Since the Indian Chief bit the dust, there has been no competition for the 74... until now.

"WHEN IT RAINS, IT POURS..."



COOLEY'S COLUMN

By Wes Cooley

FEETS ACROSS THE POND

We're very happy to announce that another outstanding local rider who will have an opportunity to go to Europe to participate this year. Chuck "Feets" Minert has had an invitation from Jeff Smith to go to Europe and compete on a BSA for several months this season, and at present he is working out his itinerary of the events he will be running in with Jeff. We're certainly happy for Chuck and we hope other riders will have the opportunity in the future, and possibly this year, to go to Europe to compete in international and national events.

By the way, the BSA factory will provide Chuck with one of the factory BSA moto cross machines. Chuck is certainly worthy of competing and representing not only the So. California area but the United States in international competition. If any of you have attended some of the local moto cross events, you will see Chuck running up in the front on his 440 BSA in the 500 Sr. class.

It is really ironic but at the last ACA road race which was held on February 23rd at Willow Springs, a young man from Bakersfield, Ron Pierce, came to the event with a brand new 350 Yamaha road racer which was a beautiful machine and probably one of the best set up and appearing production road racers that has been seen from a manufacturer and is available to the public. Kiddingly, I told Ron he should run the machine to see how waterproof it was since the event was being run in a blinding rain with a 20 to 30 mile per hour wind. At the time, we joked and predicted that probably Daytona would be run under similar conditions this year. Even though the rain was coming down in torrents and the wind blowing very hard, amazingly enough we had no injuries and the lap times were within one second of the dry lap times, and to Ron's satisfaction, the Yamaha performed very well in the rain. I can imagine Ron was very diappointed this last week when the Daytona race was called off due to the same conditions under which he had competed at Willow Springs. I'm sure this feeling was shared by other riders as well, especially the Canadians and several European riders entered, as well as the local California boys who have competed under similar conditions and done very well. Road racing is not an event held to see who has the fastest machine but also to see which rider has the ability to adjust to the course on which he is racing. The real test of the riders is their ability to participate under all types of racing conditions, good and bad weather, asphalt or concrete, slippery or dry. It certainly would be a sorry day in Europe if an event was called because of the rain or adverse conditions since about 30% of all European road races are held in wet weather. I think road racing might have taken a step backwards, at least as far as the fans are concerned at Daytona. I imagine many of them were disappointed after making the long trip only to find the event cancelled because of rain. I am sure that if the race had been held some of the top chargers who, we understand, refused to race would have participated in the event, because a racer is a racer and a challenge a challenge, and we can certainly say anyone who races motorcycles is a true competitor in every sense of the word.

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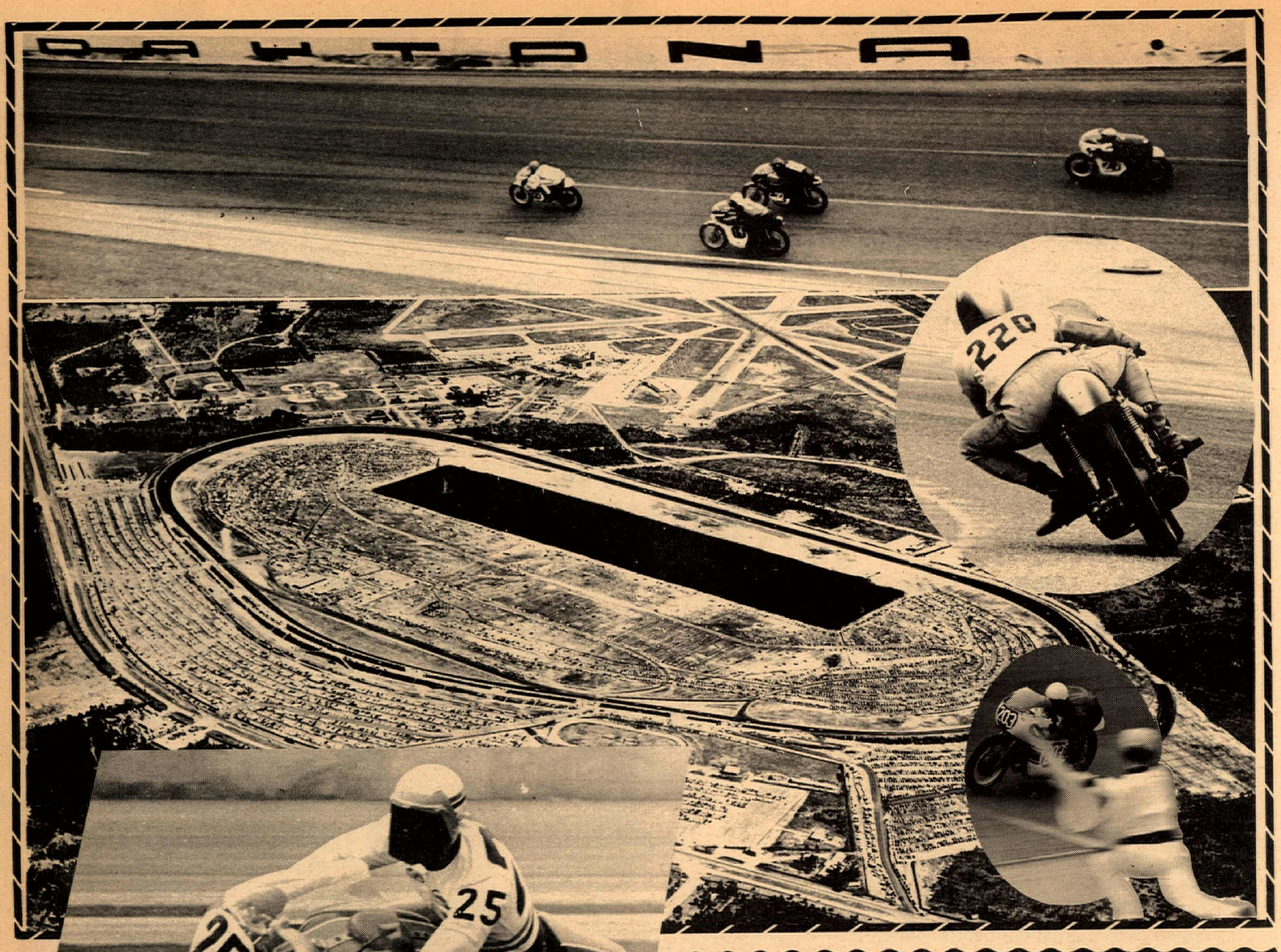
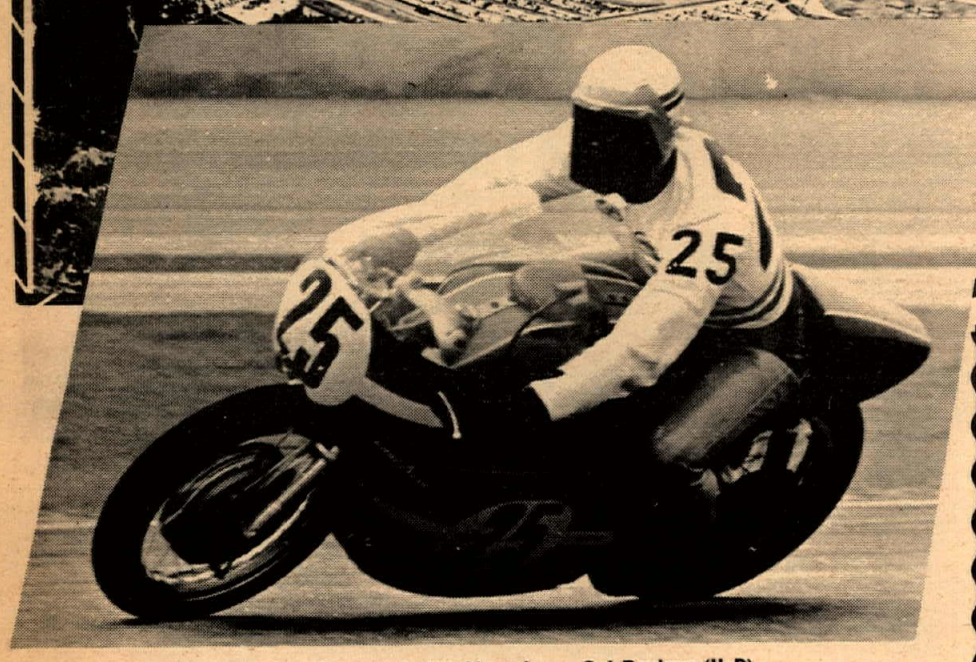




The 200 mile winner and still Champion... Cal Rayborn (H-D).

By John Shedd

For the second year in a row, Cal Rayborn and Harley-Davidson traveled to the land of orange blossoms, Mocking birds and Stephen Foster's Suwannee River to capture the nation's biggest and richest motorcycle race, the Daytona 200.

A crowd of 9,500 returned to the Daytona Motor Speedway, with rain checks in hand, to witness the 28th running of the 200 mile classic. The race, which had been postponed for a week due to rain, was run under an overcast sky with a 19 mph crosswind.

At 2:00 p.m. the starter's flag streaked through the warm Florida air and 8th fastest qualifier Cal Rayborn, astride a H-D, thundered from the 2nd row past Yvon Duhamel, who was in pole position and into the lead.

Rayborn's lead lasted less than a lap as he traveled in the company of three fast Yamahas in the hands of Ron Pierce, Rod Gould and Duhamel. Canadian Duhamel had qualified at 150.501 mph, battled wheel to wheel for the lead with England's Gould. The pair flew around the 3.81 mile course, with Californians Pierce and Rayborn in constant striking distance. The flying foursome swapped the lead 14 times before Rayborn held on to it.

Ron Pierce's early lead was lost when David Scott crashed in front of him, spilling gas onto the track. Ron skidded on the slick surface and down he went. He had to pit to repair a broken foot rest but came back to finish 16th.

Yvon Duhamel was knocked from the lead and the race as he pulled into the pits on the 21st lap with a broken piston. With the Canadian finishing out the race as a spectator, Yamaha's biggest hope appeared to be Rod Gould, but instead it was another Canadian, Mike Duff, who brought in the first Yamaha by finishing third.

As the laps ticked off, machine after machine dropped from the race, and many wondered if Rayborn, who was suffering a shoulder injury he received in a car wreck, could continue to hold the lead.

Behind Rayborn, positions were constantly being swapped, with lap after lap duels between riders such as Ron Grant and Art Baumann on Suzukis and Harley riders Dan Haaby and Walt Fulton.

When Rayborn crossed the finish line for the 53rd time, he was over a lap ahead of second place Ron Grant, who had Mike Duff snapping at his heels.

Rayborn completed the 200 miles in one hour, 19 minutes, 19.8 seconds, with an average speed of 100.882. He missed the record which he set last year by .408 mph. For a race well run, Cal received $25.00 for each lap he led plus $4,000.00 first place money. Champion Spark Plugs sweetened the pot more with $1,000.00 to the winner, and Goodyear tires chipped in another $300.00. The Bell Helmet he wore won him another $200.

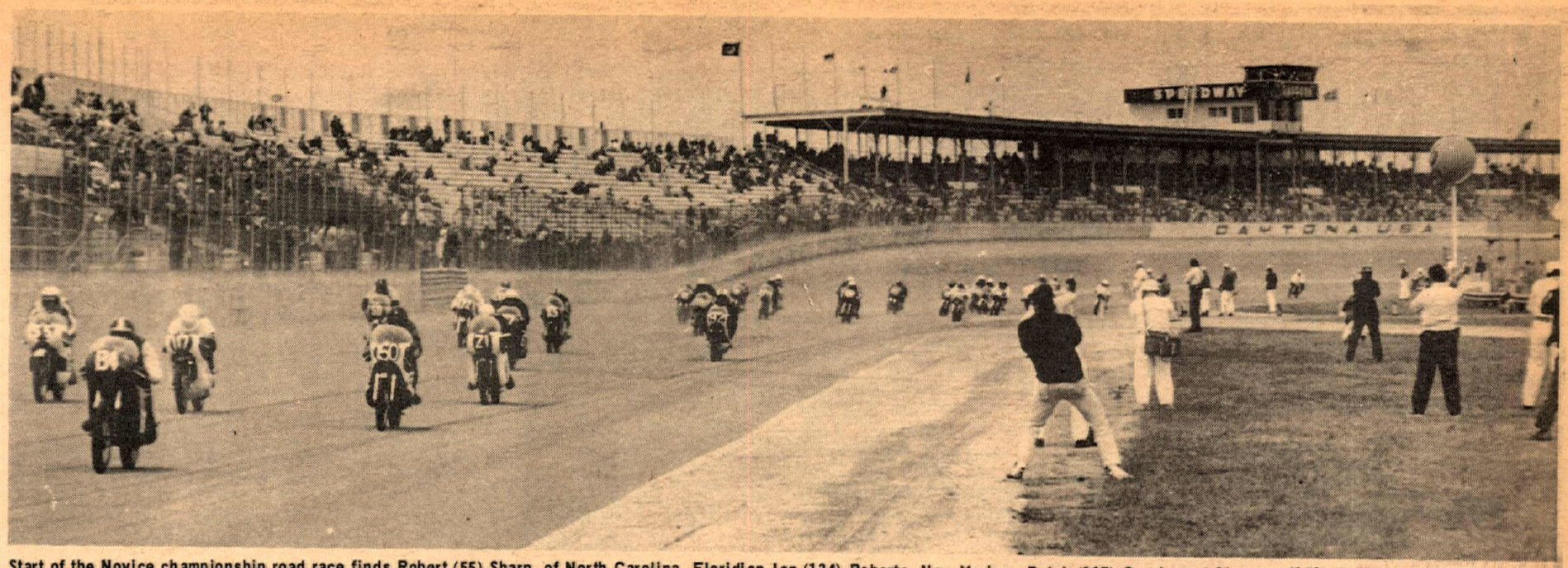
Rayborn is the 8th Californian to win the Daytona 200 and the fourth rider from San Diego. He joins three other California riders, Ben Campanale, Joe Leonard and Brad Andres as two-in-a-row winners. His machine, which never missed a lick the entire race, was tuned by another Californian who also calls San Diego his home, Leonard Andres. The 1969 win marked the 7th time an Andres-tuned machine had taken the win.

California riders took 12 of the top 20 positions. But why not? Ed Kretz, from Monterey Park, California started the whole thing by winning the first one in 1937 on an Indian at the average speed of 73.34 mph.

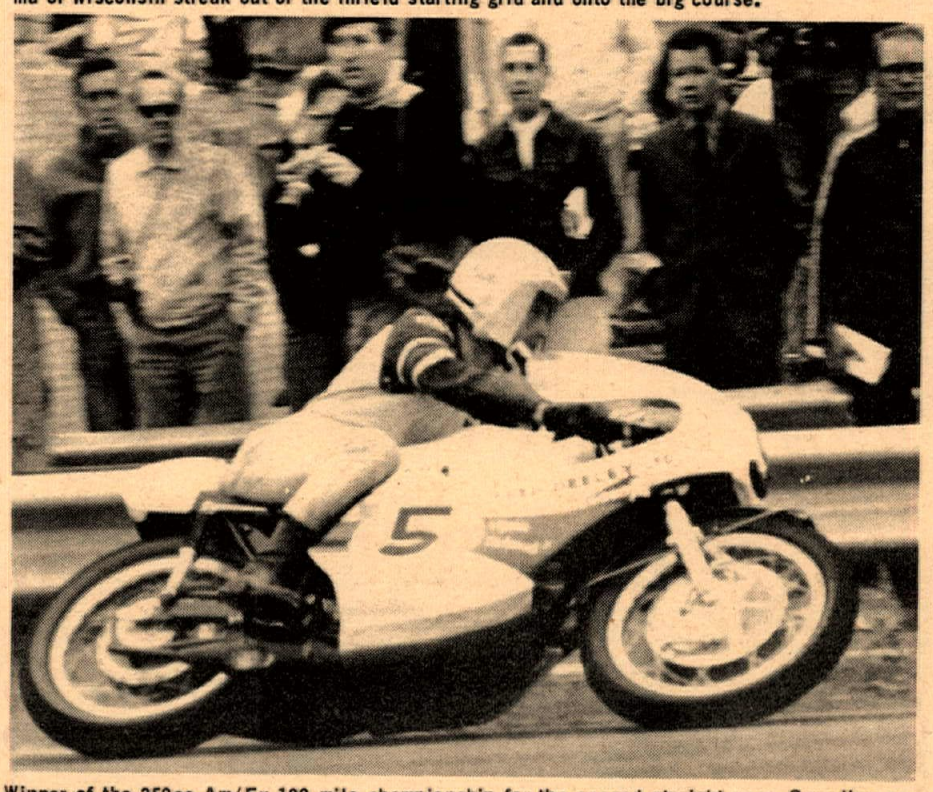
RESULTS - 28th Annual AMA Daytona 200 Expert motorcycle classis, Sunday, March 23, 1969 at Daytona International Speedway.

Pos.	No.	Rider and Home	Machine	Laps	AMA No.
1	25	Calvin Rayborn, San Diego, Calif.	H-D	53	100764
2	12	Ron Grant, Brisbane, Calif.	Suzuki	52	89500
3	17	Mike Duff, Toronto, Can.	Yamaha	52	150737
4	18	Mert Lawwill, San Francisco, Calif.	H-D	52	97857
5	27	Rod Gould, Banbury, England	Yamaha	51	
6	4	Bart Markel, Flint, Mich.	H-D	51	79339
7	10	Tom Rockwood, Gardena, Calif.	Yamaha	51	117564
8	41	Peter Kellond, Vancouver, Can.	Yamaha	51	236461
9	1	Gary Nixon, Baltimore, Md.	Triumph	51	101891
10	22	Dan Haaby, Orangevale, Calif.	H-D	51	108008
11	65	Al Gaskill, Utica, Mich.	Yamaha	50	
12	48	Tim Coopey, Pt. Coquitlam, Can.	Yamaha	49	187330
13	71	Art Baumann, Brisbane, Calif.	Suzuki	49	33447
14	99	Walter Fulton, Hacienda Hgts, Calif.	H-D	49	71748
15	8	Dusty Coppage, Hollywood, Calif.	Triumph	49	
16	97	Ron Pierce, Bakersfield, Calif.	Yamaha	48	110451
17	105	David Simmonds, Goleta, Calif.	Kaw.	48	
18	57	Bob Bulmer, Morrice, Mich.	Yamaha	48	78165
19	19	William Manley, Long Beach, Calif.	Kaw	48	85353
20	84	Eddie Wirth, Manhattan Bch, Calif.	BSA	46	78256
21	44	Ron Widman, St. Louis, Mo.	H-D	46	40165
22	46	Al Urich, Omaha, Neb.	Triumph	46	67089
23	54	Dick Sears, Laurel, Md.	BSA	45	58707
24	98	Bob Sholly, Camp Hill, Pa.	Triumph	44	62564
25	30	Bob Maiers, Lansing, Mich.	H-D	43	87011
26	89	Leonard Fortune, Webster City, Iowa	Match.	43	85519
27	91	Don Droud, Lincoln, Neb.	BSA	42	30857
28	51	Dennis Decker, New Berlin, Wis.	Triumph	41	93823
29	119	Bill Massey, Troy, N. Y.	Triumph	41	32781
30	111	Don Vesco, LaMesa, Calif.	Yamaha	40	2555
31	6	Larry Schafer, Hyattsville, Md.	Yamaha	38	47286
32	53	Terrence Knott, Spring House, Pa.	Triumph	36	99657
33	55	Roger Reiman, Kewanee, Ill.	H-D	35	8395
34	114	Tom Heyser, Highland, Md.	BSA	35	34453
35	77	James Odom, Freemont, Calif.	Suzuki	34	84853
36	9	Jess Thomas, Sea Cliff, N. Y.	H-D	31	28486
37	3	Fred Nix, Franksville, Wisc.	H-D	31	61209
38	64	Gordon Jennings, Sea Cliff, N. Y.	Honda	30	61074
39	15	Ralph White, Torrance, Calif.	Yamaha	27	86957
40	21	Robert Winters, Ft. Smith , Ark.	Yamaha	26	34374
41	2	Dick Mann, San Francisco, Calif.	Yamaha	25	59858
42	5	Yvon duHamel, Montreal, Can.	Yamaha	21	95695
43	58	Dan Clemence, Battle Creek, Mich.	Triumph	21	115103
44	50	Pat Gosch, Omaha, Neb.	Triumph	19	
45	59	Gordon VanLeeuwen, Hollywood, Calif.	Triumph	19	47917
46	94	Larry Darr, Mansfield, Ohio	H-D	16	
47	20	Gene Romero, San Luis Obispo, Calif.	Triumph	14	57801
48	101	Peter Ploskee, Kenosha, Wisc.	Triumph	14	32708
49	34	Dick Newell, Sand Springs, Okla.	Yamaha	13	46325
50	38	Chuck Palmgren, Baltimore, Md.	Triumph	13	79818
51	32	Mike Anderson, Freeport, Ill.	H-D	13	15173
52	45	Darrel Dovel, Kansas City, Mo.	H-D	13	4113
53	80	Dennis Haven, Hollywood, Fla.	Triumph	12	7676
54	73	David Scott, Daly City, Calif.	Yamaha	11	
55	92	Reginald Chosney, Manhattan Bch, Calif.	Triumph	10	93397
56	69	Dennis Schoenfeldt, Houston, Texas	Triumph	9	80559
57	88	Andreas Georgeades, Brampton, Can.	Honda	9	191405
58	79	Buddy Elmore, El Paso, Texas	Suzuki	8	85463
59	11	Tony Murphy, West Covina, Calif.	Bridge	7	59774
60	29	Warren Sherwood, Cornwall, N. Y.	BSA	7	14331
61	70	Pat Conroy, Greenbelt, Md.	H-D	5	45221
62	26	Takeshi Araoka, Santa Ana, Calif.	Kaw	2	
63	16	Dick Hammer, South Gate, Calif.	Kaw	0	40702
64	83	Robert Wilkes, Jacksonville, Fla.	Norton	0	51249

Time of Race: One hour, 59 minutes, 19.18 seconds
Average Speed: 100.882 mph (No Record



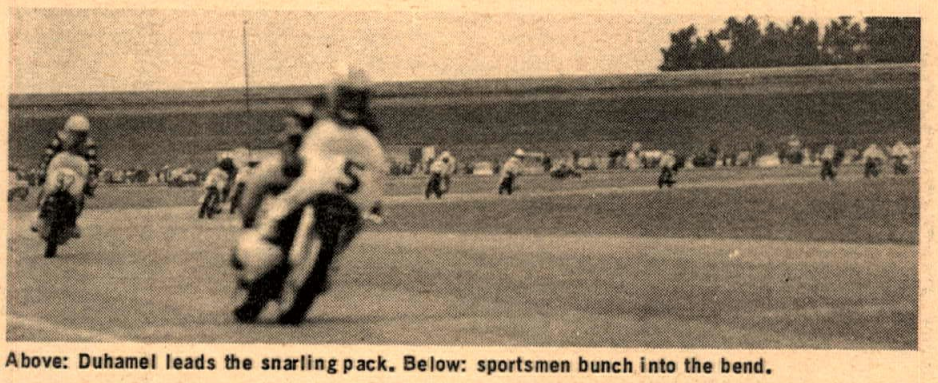
Start of the Novice championship road race finds Robert (55) Sharp, of North Carolina, Floridian Jon (134) Roberts, New Yorkers Ralph (117) Garcia and Clarence (150) Neilson and Leon (21) Lemma of Wisconsin streak out of the infield starting grid and onto the big course.



Winner of the 250cc Am/Ex 100 mile championship for the second straight year, Canadian ace Yvon Duhamel, Yamaha mounted.

Anthony (32) Coccoro leads Tom Sisson as eventual 9th place finisher Joe Brewer gets set to zap them both in the Amateur 100 miler.

Above: Tucked in on the 32% banking. Below: Amateur 100 mile champion, Ron Muir (Yamaha).



Above: Duhamel leads the snarling pack. Below: sportsmen bunch into the bend.

RAIN SHORTENED 250cc CLASSIC TO DU HAMEL

DAYTONA BEACH, FLORIDA – March 10-16. The annual AMA motorcycle classics arrived here with a roar and departed in a drizzle, with the biggest road race of them all – the Amateur-Expert 200 Miler put off for a week to await dry weather. (See story in this issue.)

Photos by Dennis Greene

Like a rerun of last year's 250cc Classic, the combined Amateur-Expert 100 mile 250cc show was cut short just past the halfway mark because of a downpour havocing safety on the course. Yvon Duhamel was leading, just like in 1968, when the checkered flag came out at 59.4 miles. Duhamel's Yamaha was averaging 98.348 mph despite the rain.

The lightweight classic smoked under way with four Yamahas and a Kawasaki in the front row. Dick Mann added another link to his chain of misfortune this season, getting off last. He was back in the pits by lap 4. Ron Pierce was first to the infield turn, closely pressed by Duhamel, who rides for Trevor Deeley, the Canadian Yamaha Distributor. Duhamel passed Pierce quickly, turning 102.62 mph on the next lap.

While the Canadian lengthened his commanding lead to 20 or 30 bikelengths, the battle raged for third place with Ron Gould and Mike Duff dicing back and forth behind Pierce.

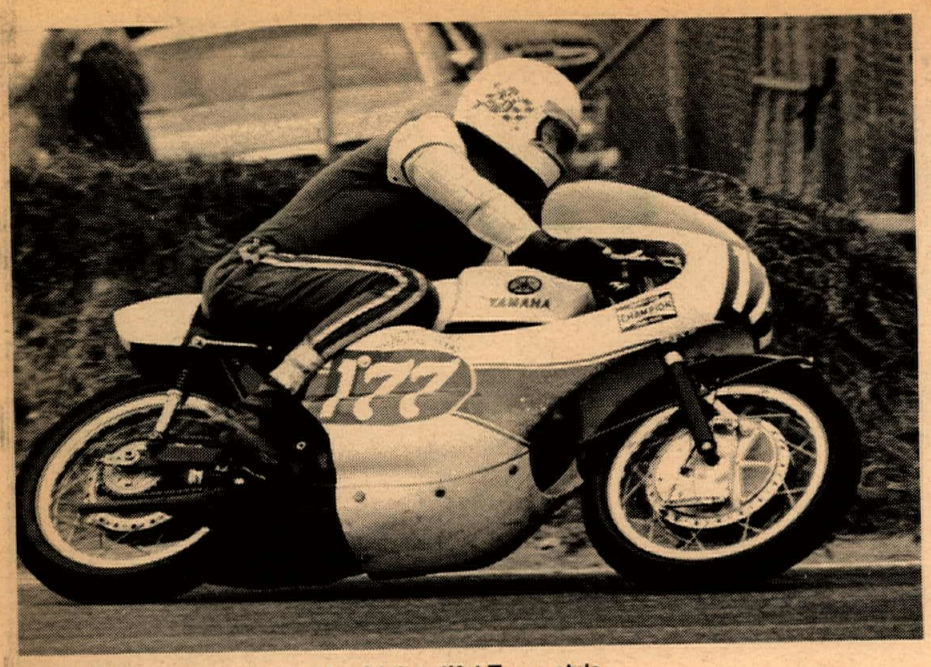
Meanwhile Ralph White, having started badly, had already passed six riders going into lap 5. Light rain begain splattering the fairing windshields, but it soon stopped, only to resume more heavily a few laps later.

In lap 9 Duhamel, averaging well over 100 mph, had 10 seconds lead on Pierce and Cal Rayborn slipped his Kawasaki ahead of Gould for 3rd. Dave Simmonds fell back with a flat tire.

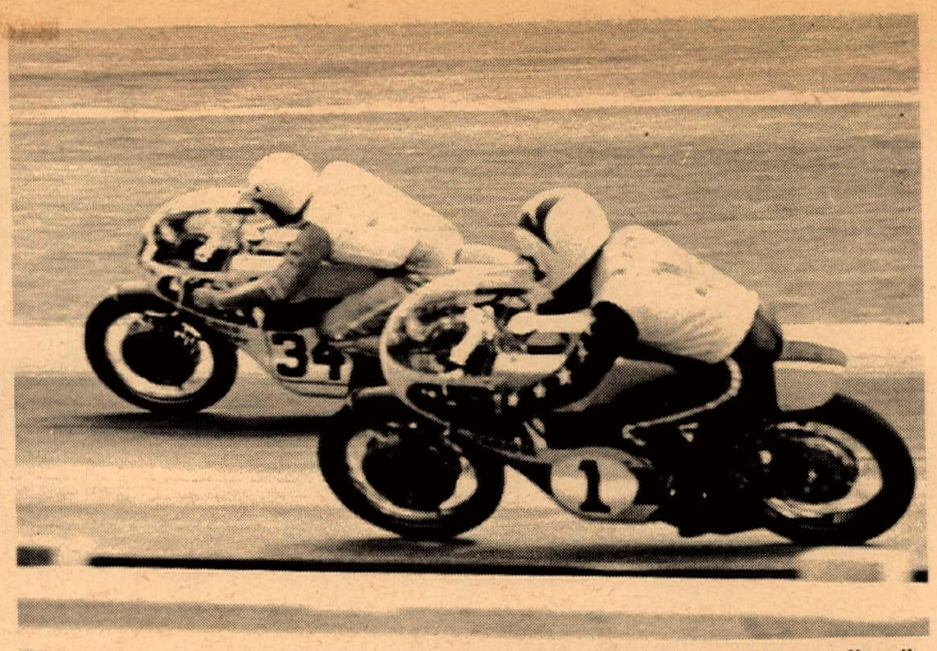
Rayborn and Pierce passed, then repassed on laps 11, 12 and 13. Rayborn getting Pierce on the turns and Pierce taking it back on the flat-out oval.

By lap 15 the rain was increasing and on the 16th lap the checkered flew. It was Yamaha's 5th win in a row, and Duhamel's second. The top 10 placers split $350 contingency money from Nisonger Corp. as well as the hefty purse.

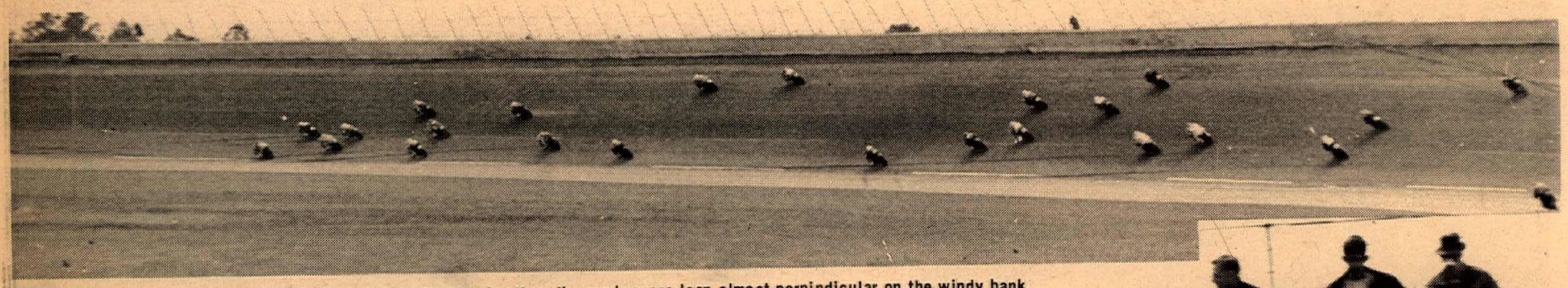
Near the end of the foreshortened race, Art Baumann and Thomas Sisson tangled with Sisson earning a free trip to the hospital. Duhamel said he had to slow down the last two laps as the course became very slippery. Gould says he will campaign his Yamaha in the European Grand Prix this season.



Novice Champion Harry Cone won with beautiful Texas style.



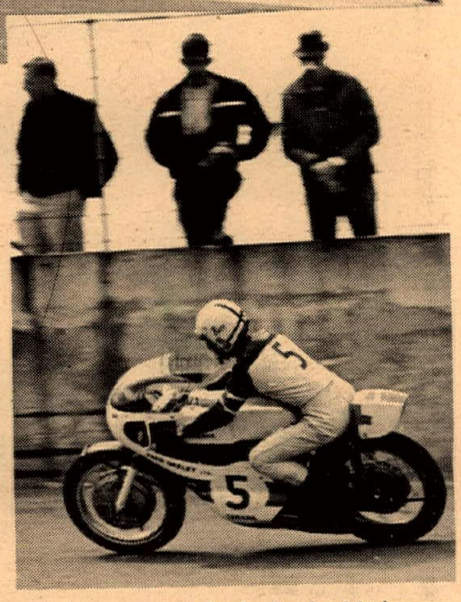
Dickie (34) Newell leads Grand Champ Nixon in the 250cc Classic before rains came. Newell got 15th, Nixon 31st.



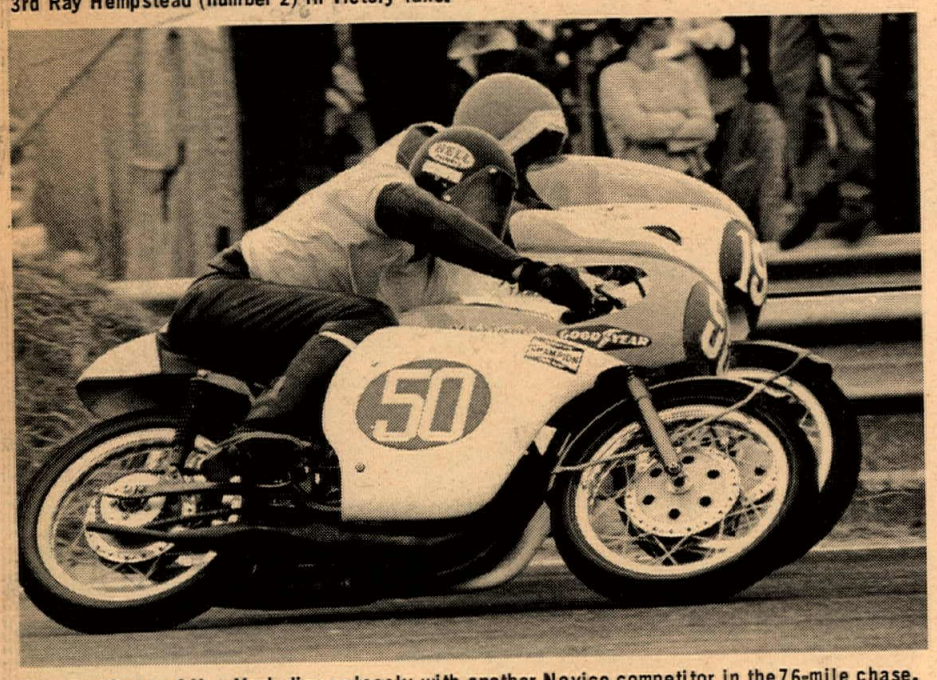
Stretched out like so many buzzing beetles, the road racers lean almost perpindicular on the windy bank.

100 Mile Amateur Champion Ron Muir is flanked by second place Virg Davenport (right) and 3rd Ray Hempstead (number 2) in victory lane.

Helmet spoilers were tried by Floyd Emde, Jr.



Duhamel, entering the bank, about to become several hundred dollars richer.



Beaufort Grant of New York dices closely with another Novice competitor in the 76-mile chase.

Above: Second in the 250cc Classic, Ron Pierce of Bakersfield, Calif., carrying the new Yamaha team colors to glory. Below: 250cc Sportsman class winner Gary McGoron from Miami, Fla.

100 MILE AMATEUR

Photo by Dennis Greene

DAYTONA BEACH, March 14 – The Yamaha 350cc has definitely got the right combination of handling, brakes, power ... and riders to dominate Daytona AMA road racing. 29-year-old Ron Muir, of Dowell, Ill. absolutely whistled away from the field on one at the 100 mile Amateur Road Race.

Pre-race favorite on another Yamaha was fast qualifier Frank Camillieri, who had lapped the oval at 134.831 mph, dropped out on the first lap, leaving the gold and glory to second fast qualifier Muir, who had turned 134.308.

Another Yammy with George Russell aboard, held third place until he ran out of gas on the final lap.

Muir built such a commanding lead that he took a 17-second gas stop and still bettered the Amateur record set last year on a Honda by over two miles per hour! Muir average 96.1 mph for 27 laps of the 3.81 mile circuit.

Amazingly, officials in victory lane discovered a 4" spike punctured clear through both sidewalls in Ron's rear tire!

Muir collected $800 prize money as his share of the $3,000 purse. Second place Virgil Davenport of Irving, Texas, riding a Triumph, got $450. Third place Ray Hampstead, riding a Matchless, won $300 and Russell got $200 for his 4th place finish.

NOVICE CONE CRACKS 93 mph AVERAGE

Teenager Harry Cone of Sherman, Texas, won the AMA 76-mile Novice Road Race championship at Daytona Beach March 15 with a record average of 93.530 mph on his Yamaha.

Eight riders shared the lap lead. In the first circuit it was Gary Fisher, a second place finisher in the Wednesday Sportsmen races, leading the pack. On lap three, Yamaha's Randy Johnson of Washington, D.C. took over the lead, but Fisher got it back, closely followed by Rusty Bradley of Dallas on a Kawasaki. The first four places changed rapidly as a woman's mind. Rusty Bradley had the lead, then Cone, then Bradley got off in the fast left-hand sweeper while back in the lead.

On lap six Don Hollingsworth, last year's winner, challenged for the lead. Johnson somehow slipped into the lead at the halfway point, riding like it was a trophy dash, building a tremendous lead, but Cone ate it up in the turns, regained the lead and didn't look back. Hollingsworth's engine blew, and with it the hopes of the defending Texas champ. At the checker, Cone was 36 seconds ahead of second place Johnson.

Cone, who works in his father's Yamaha store, collected $550 of the $2,000 purse for the field of 80 starters. Actual distance of the race was 78.71 miles, as the first lap was run over the 2.5 mile speedway track and the next 20 laps were on the 3.81 mile road-track course.

(Results on page 20)

THE BIG BIKE WINNER

Perris TT Scrambles
March 16, 1969

Open Amateur

1st G. LaFortune	TRIUMPH
2nd L. Blum	TRIUMPH
3rd T. Simpson	TRIUMPH
4th J. West	TRIUMPH
5th J. Kavanaugh	TRIUMPH

Open Expert

1st Terry Dorsch	TRIUMPH
2nd Don Dudek	TRIUMPH
3rd Chuck McIntosh	TRIUMPH
4th Dick Allen	TRIUMPH
6th Roy Wallis	TRIUMPH

Open Novice

1st Jack Boal	TRIUMPH
2nd Gary McKeon	TRIUMPH
4th Dave Sain	TRIUMPH
5th Gary Grayson	TRIUMPH

Mesa M.C. TT Scrambles
March 16, 1969

Open Novice

1st Jim Chitwood	TRIUMPH
3rd Bob Carson	TRIUMPH

Open Expert

1st Myron Carter	TRIUMPH

Sweepstakes

1st M. Carter 650cc	TRIUMPH

A CONTEST for RACERS $25,000 TO BE GIVEN AWAY

$25,000 SPEED CONTEST FOR 750cc, 3-CYLINDER MOTORCYCLES BONNEVILLE SALT FLATS, UTAH

GET IN ON THIS EXCITING CONTEST!

This contest will be held in conjunction with the SCTA Speed Week during August, 1969 at Bonneville Salt Flats, Utah.

$1,250 EACH CLASS
(Approx. 16 Classes Open for 750cc)

To the holder of each new record by a 750cc, three-cylinder motorcycle that is established during the contest and is officially standing at the conclusion of Speed Week at Bonneville.

$2,500 BONUS

For the fastest new speed record made by a Triumph Three-Cylinder (excluding full streamliners).

This bonus will be paid in addition to any other wins for individual class records.

ENTRY BLANKS AND FULL DETAILS AT YOUR TRIUMPH DEALER SOON

THE TRIUMPH

SEE YOUR NEAREST TRIUMPH DEALER NOW!

Johnson Motors, Inc., Box 275, Duarte, California 91010

AMA officials didn't let a little thing like rain slow them down.

SHORT TRACK STEALS SHOW

Photos by Dennis Greene

Unless you've been to the Daytona Beach Memorial Stadium at least once during motorcycle speed week, you've missed the greatest short track speedway racing in America and quite possibly the world. The track itself is nothing more than a 1/4-mile sand oval outlining a football field, the kind you used to trot around in high school. A hard, green, brick wall surrounds the oval, scant inches from the groove. Were it not for the track's near-perfect hard sand surface, that wall could be a tombstone for many an eager rider. It is no racetrack for the insincere.

You have to get there early to find a seat. By 6:30 p.m. on Friday night all 5,500 seats were jammed (so were the aisles, the fences) and the races weren't scheduled to start until 8:30. Disappointed fans were turned away in droves.

Too bad. They would have seen Beautiful Bart Markel battle unlucky Dick Mann to a dazzling victory. Markel proved he was still king of the slides that night, "Bugs" Mann continued his "starvation streak" and if young Mark Brelsford were a cat, he'd only have eight lives left to go.

The whole Harley-Davidson racing team was there with 250cc Sprints. Indoor short track champion Ronnie Rall was trying out three Bultacos in practice to see which one he liked best and World Speedway Champ Barry Briggs was entered, but unfortunately his engine blew after three full-throttle laps of an afternoon demonstration ride.

Keith Mashburn, one of the hottest Amateur class hotshoes, was there, along with so many assorted racing talents that fourteen eliminations were required to reduce the field enough to begin the regular program.

In the first heat an inspired Dick Mann on a scalding-hot Ossa held off Rall, who in turn was barely able to give the raspberry to Florida's Royal Scherbert.

The second heat was Markel being held off by road race ace Roger Reiman in a tight battle right to the checkered flag. Chuck Palmgren and Freddy Nix followed.

National Champion Gary Nixon got defeated by Triumph teammate Gene Romero while Dallas Baker and Larry Darr hassled over third (Baker got it). That was heat number three.

Elliott Schultz started the fourth heat by dropping his mount, prompting Bob Hinkle to get off his motorcycle in a spectacular fashion. On the restart, Schultz got away badly, overdid it and went down in front of Mark Brelsford, who was already committed to his turn. Mark hit Schultz's machine and catapulted 15 feet into the retaining wall. Fortunately his worst injury was a broken wrist. Sid Carlson was declared the winner, followed by Mashburn, Jim Rice and Ohio's Bob Hinkle.

Don Twigg of Hagerstown, Md. grabbed an immediate lead in the consy race, but soon scattered his engine, setting up Pennyslvania's Ed Varnes for the win.

Rall lost his chance in the first semi-final when his compression release stuck open. Scherbert, who was riding with a cast on his throttle wrist, blew his engine after passing Rall. Ahead of it all was Dick Mann on the screaming Ossa. Romero moved to second place. Dallas Baker on another Ossa was third and Nixon fourth.

Fred Nix got bumped in the second semi, leaving Markel and Reiman to fight for Milwaukee's honor. Markel won this prelim with a vast lead, leaving Mashburn, Reiman and Palmgren in the transfer spots. Mashburn was the only Amateur in the feature event, coming from 'way back on his Yamaha to capture second in Markel's semi.

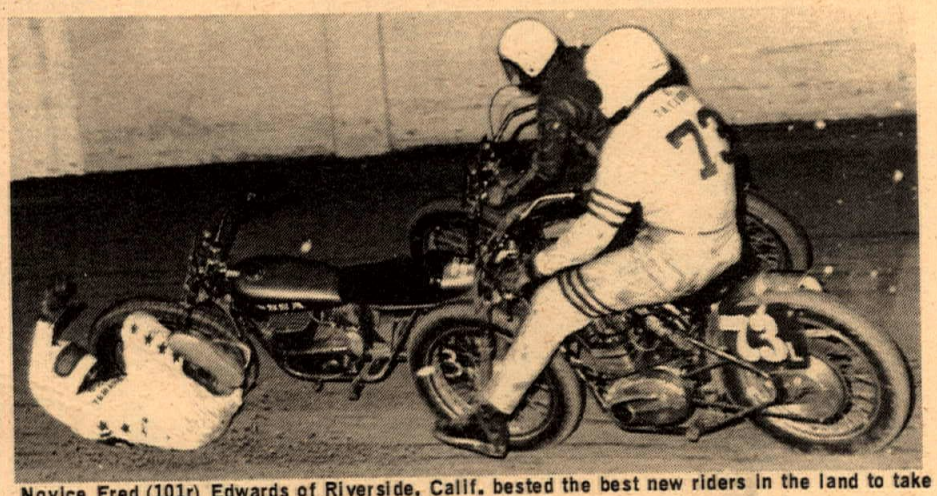
Digging out in the feature, Markel got the pole with Mann closely second and then Mashburn. Baker's motorcycle refused to light. Romero soon went out with electrical problems.

Coming around on the first lap the order was Markel, Palmgren, Mann. Bugs quickly motored through to first while Palmgren's engine exploded. Then Mann's current jinx caught up, causing his fuel tap to vibrate shut. Markel got past, and before Bugs could locate the trouble and open the tap, Reiman slipped by.

Mann just barely managed to regain second place in the payline as Bart ran away with the checkered flag.

(Results on page 20)

Above: This is the race that Markel won, Friday night, but Dick (2) Mann isn't going to let it be easy. Chuck (38) Palmgren, Roger (55) Reiman and Gene (20) Romero wait for their chance. Below: Some of the action that draws turnaway crowds each year to Daytona short track.



Novice Fred (101r) Edwards of Riverside, Calif. bested the best new riders in the land to take the Wednesday night Novice show on his Yamaha.

THE RAIN DIDN'T HURT THE RHUBARB

Saturday night at the Daytona Short Track races was presented in the good old American, "kill the umpire" manner. Understandably rattled after last night's Brelsford accident, the Harley-Davidson team watched from the fence as the harassed Referee waved whatever flags came to hand, causing no end of confusion.

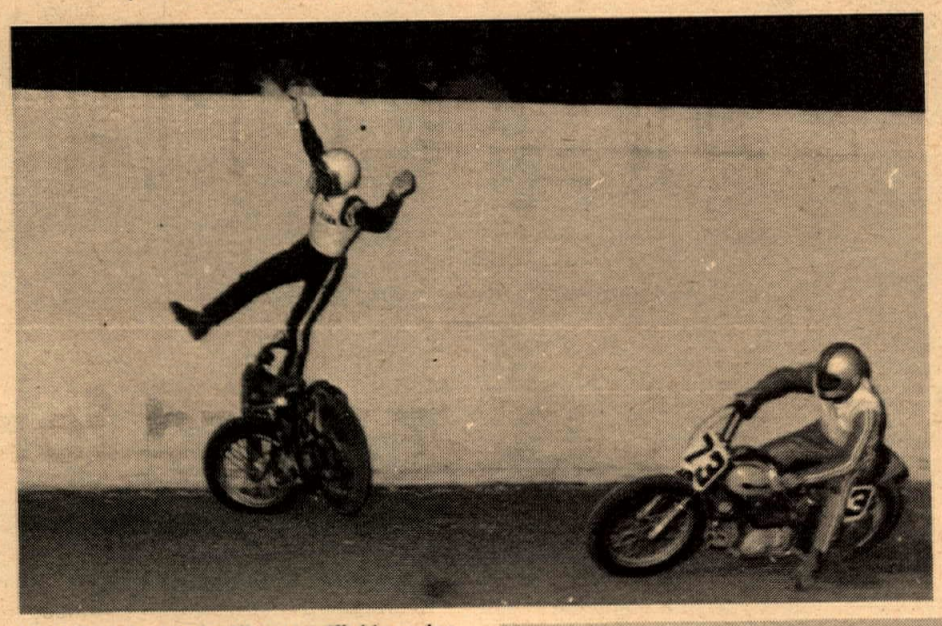
It started in the second lap of the feature race with Dick Mann leading and Gene Romero second, when Ronnie Rall and Jim McMurren fell. Both riders were up immediately, but the starter, wanting to avoid a recurrence of the Brelsford mishap, went for the black flag and waved the checkered one by mistake.

Confused, the racers shut off and returned to the starting line to see what was up. "Restart," said the AMA officials. But Rall and Bootle were theoretically out of contention. Thereupon erupted what sports writers love to refer to as a "rhubarb". Brightly clad riders, about a dozen AMA officials in their white uniforms and even three Jamaicans, just for added color, argued what to do next. If the flag had indeed been black, as it should have been, there'd have been a staggered start. So that's how they lined up for the restart, in the order that they came across the finish line: Mann first, and Rall at the rear.

The flag again waved and they were off. Rall unloaded again, but got up and continued about 3/4 of a lap behind. Mann was closing fast on his Ossa and Rall, being the sportsman that we all love to see, moved over and let Mann pass to victory. Tennessee short track star Chuck Southgate captured third behind Gene Romero.

A $100 match race between Barry Briggs and Rall had been promised, and now the fans were on their feet calling for it to begin. True to the showman's creed, Barry borrowed a two-stroke that he was completely unfamiliar with and promptly lost the match to Mann and Rall. Although for two of the three laps you could have place a paper cup over the three of them. Mann was added to the match by popular demand. Maybe Bugsy has managed to shake his jinx. Only time will tell.

(Results on page 20)



Mark Brelsford looks like an outfielder going for a high fly. Actually he's slamming into the wall while leading his short track event as Sid Carlson motors around the action. Brelsford suffered a broken wrist and bruises.

Ronnie Rall really likes to slide, and nobody can do it better than the bashful Ohio Dairy owner.

Here's Brelsford (number 87) in the lead, with Bob (40) Hinkle of Ohio, Jim (80y) Rice and Keith (30) Mashburn of California nipping at his heels.

Novice Fred (101r) Edwards of Riverside, Calif. bested the best new riders in the land to take the Wednesday night Novice show on his Yamaha.

Don't take our word for it.

CYCLE WORLD (April, 1969)

"It will trounce *any* mass production motorcycle that comes in full street trim, regardless of displacement"...

"Even the average rider may rack up a 100 mph standing start quarter, and with some practice, get his e.t. into the 12's."

CYCLE (April, 1969)

"...not only the quickest production motorcycle available to the cat in off the street, but the quickest ever offered. Sportsters and Triumph 3's and Norton Commandos and, yes, even the much-fabled Vincent Black Lightning included."

POPULAR SCIENCE (May, 1969)

"Our Motorcycle Editor, Jim Davis, says the Mach III is the most fantastic motorcycle he's ever thrown a leg over."

HOT ROD (April, 1969)

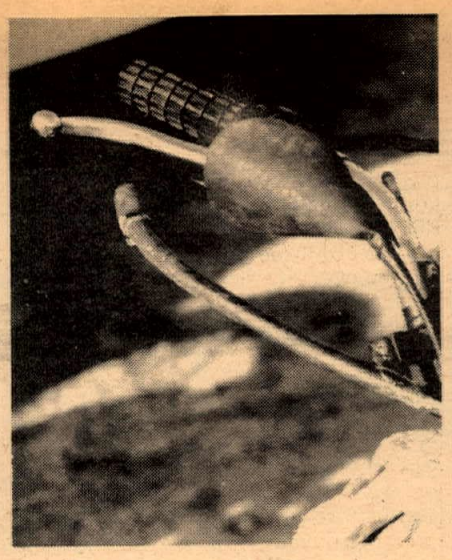
"The sensation was more akin to piloting a jet fighter than a motorcycle." - Bob Greene

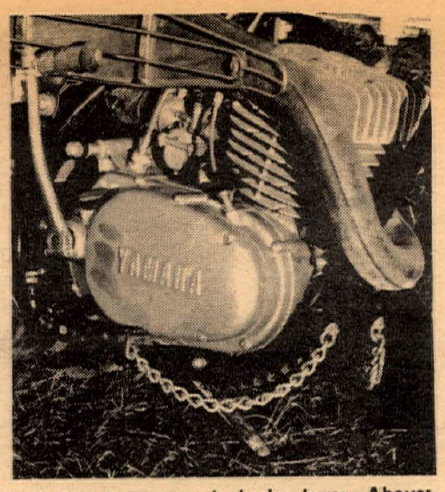
• 119 mph top speed • ¼ mile ET's in mid 12's at 105 mph plus average • Unparalleled smoothness from 3 cylinder 2 stroke engine • CDI-Capacitor Discharge Ignition (electronic System) • Anti-fouling long life surface gap spark plugs • 60 horsepower, 3 carbs, 5 speed transmission • $995* – About half the price of bikes that are almost as fast.

**Suggested retail in the West, plus freight, set-up and tax.*

Kawasaki

Riders got up early to make the start of the Alligator Enduro on their proper minute. Here the first rider buzzes off.





Left: Metal bar guards brake lever. Above: chains keep twigs out of shift and brake pedals.

PENTON TOPS ALLIGATORS

Photos by Dennis Greene

Brief course was a challenge to scare even the hardiest rough rider.

DAYTONA BEACH, FLA. – John Penton of Amherst, Ohio was High Point winner of the Alligator Endurance Run with an outstanding score of 999 out of a possible 1,000 points.

Penton's loss of only one point in the 53.6 mile run is a phenomenal feat considering the rough and demanding terrain over which the course was laid out.

Penton has a long and enviable record in endurance runs. It includes winning the 500 mile national championship six times, the 250 mile championship three times, the 125 championship twice, and the 200 mile and 150 mile championships each once. He has been the Canadian national endurance champion several times and in recent years has won three medals in the International Six Days Trials held each year in Europe.

John has been an active motorcyclist for years. Now 43, he heads a retail motorcycle business that handles several makes of cycles including the one he manufactures which carries his name.

He is active in Rotary and the Ohio M/C Dealers Assn. and is a delegate to the AMA's Competition Congress and has been President of the AMA chartered Meadlowlarks Motorcycle Club for eight years.

Penton, the father of six children, spent four years in the Navy during World War II and later attended Baldwin Wallace College, majoring in Physical Education.

The Alligator Endurance Run is an annual event held in conjunction with the AMA Motorcycle Classics at Daytona Beach. This year a record of 298 entrants signed up for the non-speed event that started at the Speedway and trailed out through the sand dunes, pine thickets, low palmettos and scrub growth.

The course, 53.6 miles in length and set for an average speed of 24 mph, is considered one of the most rugged of endurance runs.

An enduro is a contest where speed is not the determining factor, and wherein a precise time schedule has to be maintained. It is conducted over little-used roads, trails, foot-paths and all other types of terrain which may be negotiated by the power of the motorcycle or the muscular energy of the rider.

Winners are determined by the score each rider has when the run is completed. Each rider starts with 1,000 points from which all penalty points are deducted. These penalty points are based on how early or late a rider arrives at the checking stations along the run. At any checking station, if a rider is more than 15 minutes ahead of schedule or over one hour late, he is disqualified at that point.

(Results appeared last week)

Above: Disc wheels were a new fashion on enduro bikes to keep mud from building up on rims. Below: Daytona enduro pack keeps a wary eye out for alligators.

NOTICE TO ALL RIDERS

THE NEW 250cc

30-40 H.P. ?

Greeves SHORT STROKE

HERE NOW

Specifications

New Short Stroke motor –30–40 HP
New Gear Ratio
Now Down for Low
New Shifting Mechanism
New Clutch Hub – Plates– Chain Wheel
Large Rear Chain
Large Alloy Cylinder
Large Air Cleaner
Large 650" Type Gear Box
Duplex Pri Chain
Steel Rims with Large Spokes
400x18 Knobby Rear
350x19 Trials Front
Spring Loaded Foot Rest
Brake Rod Instead of Cable

¼ Turn Throttle 3 gal Tank
5" thick seat
center Float Carb
Taper Timken Head Bearings
Gear box can be worked on without removing the engine from frame & splitting the case which is necessary with most other 250 & 360 unit type engines. Also there is a large air space between cases & gear box which eliminates heat transfer. Ceriani forks or Greeves forks give you the best riding & handling bike on the market. Ask the person who has a Greeves how he likes his. Try one and you'll buy one.

1968 Clearance Sale on now at your Greeves Dealer

Nevada Cycle Reno
Vegas Cycle Las Vegas
Orangevale Cycle Orangevale
Selby Motors Redwood City
Glendale Honda Glendale
Nelson Bros. Oakland
Sumner Motors Fresno
BN Supply La Mesa
Burbank Tri. Burbank
Bill Krause M/C Inglewood
B & D Motors Santa Cruz
Steve Hurd M/C Montebello
K & N M/C Riverside
Yamaha of Montclair Montclair
Shell Motors Lynwood
Hockies M/C Torrance
R.M. Law M/C Anaheim
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Nick Nicholson Motors 11573 Vanowen, No. Hollywood, Cal. (213) 764-8674 – 22 yrs. exp.

MORE WINNING REEVES RESULTS

250cc Short Strokes Win

Brushbarons Moto-Cross
Carlsbad – 3/9/69
250cc Expert Class
1st Gary Bailey – Greeves
2nd Jim Wilson – Greeves

360cc Wins

Brushbarons Moto-Cross
Carlsbad – 3/9/69
Open Expert Class
1st Jim Wilson – Greeves 360cc

AMA Awards Banquet

Getting their Sears Roebuck sweatshirt awards, the AMA champions pause for a pose. From left they are, Gary Nixon, Fred Nix, Cal Rayborn, Buddy Elmore, Chuck Palmgren, Bart Markel (demonstrating built-in rain hat ((do you suppose they KNEW?))), Mert Lawwill, Dan Haaby, Gene Romero and Grand National Enduro Champion Bill Baird.

Prospectors M.C. Hare Scrambles

Story and Photos by Dick Wright

CALIFORNIA CITY, March 16 – The Southern California desert racing scene has been turned into a two-man battle between Mike Patrick, #48x on a 250 Yamaha (and holder of Number One in the Open Class), and J.N. Roberts, #7 on a 360 Husky. But today the luck of the Irish was with Patrick as he grabbed the lead at the smoke bomb and held it all the way to the finish for the overall win.

The Prospectors had everything going for them Sunday morning at race time, and a big crowd turned out for the event. Ideal desert racing conditions prevailed, with the ground still damp from the previous heavy rains, and the temperature reading a bright 80 degree. There were two separate three-lap courses, with the pits conveniently arranged in a large, flat area.

A twenty-three mile course was set up for the ever-growing 100cc class, and a twenty-five mile course was laid out for the combined 250cc, 500cc, and Open classes. This was to everyone's liking, as it cuts down on the passing problems for both classes.

At the drop of the banner the large entry of 470 big bike riders fired up and headed for the smoke bomb, which was two miles out in open territory. Patrick reached the bomb first, followed by Larry Bergquist, #1x on a Bultaco, who was the top challenger in this race. J.N. Roberts was not in contention on this day as his bike was not running up to par, and the way the two leaders were moving away from the rest of the pack, everything had to be just right to keep pace.

Larry's Flat Tire

The course was a fast, open-trail run which took the leader only thirty minutes to cover. Patrick came in after the first loop with a minute's lead over Bergquist, who in turn had a minute's lead over third man, James Martino #11 on a Husky. Patrick and Bergquist kept up this hot pace on the second lap, but on the third and final lap Bergquist had a bit of bad luck with a flat front tire, which put him out of the running.

At the finish line it was Patrick and his Yamaha with a wide margin. Martino pulled in second on the 360 Husky, and George Walker #20, also Husky-mounted, had moved up to take third spot after riding a steady, consistent race.

Bruce Dunford, #3x on a 250 Husky was fourth, followed by Howard Utsey, #25. Amateur Ron Wilson, #516x, riding his best race to date, took sixth on a 250 Husky, being pushed real hard throughout the last mile by Dave Lewis, #48 on a 360 Greeves, who took seventh. Jim Dorman, #42, brought his big Triumph (tuned by Bill Blomgren) into eighth spot to take First Open Class, which is a job well done for his first expert ride.

Trail Bikes

The smoke bomb was placed in an area where there was a series of rolling ten and twenty-foot high whoop-dee-doos which the large entry of 300 riders hit all at once, about ten abreast, flying over the jumps at speed. After the smoke bomb the course got tight and twisty on a narrow trail with low mountains on each side, but that didn't seem to slow the eager riders down. They just straightened the trail out, going up the side of the mountains and through the bushes.

A flag man was positioned at a sharp left turn near a big rock, which was a good move on the part of the sponsoring club to warn advancing riders of the only dangerous spot on the entire course. After this sharp turn, the course continued on the open trail with lots of room to pass, then around and over a few small mountains which were like a fast fourth-and-fifth gear moto-cross course with a few wild jumps thrown in. Next came a beautiful downhill with a banked right turn and a good runoff for the over-eager riders who got out of control.

The first twenty-three mile loop was made in thirty-five minutes by the leader Mark Rader, #28 on a Hodaka, followed closely by Sachs-mounted Bob Mc Laughlin, #7, and Jeff Wright, #15 on a Steen S.S. Hodaka, with a two-minute lead over the rest of the pack.

Ten miles out on the second loop Rader was still in the lead, but he missed a right turn and went two miles off the trail, taking his two pursuers with him. Coming into the pits after the second loop, Claus Nilson, #696 on a Penton tuned by Tracy's, was in the lead. Terry Clark, #6, was right behind him, trying to make the pass just as they hit the clearing, but held it on too long and seized his engine.

Nilson came in for the win on the third and final loop, with Gene Cannady, #42, in second on a Hodaka. Wes Anderson Jr. #2, was third on a Harley-Davidson, Wright was fourth, and John Coots, #839 on a Penton, was fifth. Randy Klassin #40 was the first amateur in on a Sachs, Jim Ward #495 showed the rest of the novices the way home on his Hodaka, Steve Fortner #146 was second novice in on his Hodaka. The word is out that some of the bikes are going to checked at the finish line to be sure they were in the right class.

(Results on page 20)

DESERT

Lined up awaiting the starting signal, polka dotted rider discovers the Cycle News cameraman. Mickey Frenez took first 500cc Amateur on a Greeves, R. Payton was first 250 Novice on a Yamaha, Rick Shirey first 500 Novice on a Bul and Eric Jensen topped the 125 class on a Sachs.

California desert champion J.N. Roberts had sorted out problems on his Mint 400 Husky (See full report of the Mint race next issue).

And the winnah! Mike Patrick on a Yamaha DT-1.

Nix, Bairds, RCA, Peoria M.C. & Brundage Honored

The American Motorcycle Association honored several hundred of its members at a special awards ceremony March 13 in Daytona Beach, Florida.

Millie Baird of Sterling, Illinois was selected by popular vote of AMA members to reign as the "Most Typical and Popular Girl Motorcyclist" during the coming year. Fred Nix, National #3, was voted as the "Most Outstanding Male Rider."

Ridgewood Cycle Association, an AMA chartered club, was judged to be the top club of the year out of 2,000 AMA clubs across the nation.

Four individual awards were given: Bill Baird, (Millie's husband), won the Grand National Enduro Championship award for the 7th straight year. Bert Brundage, retiring AMA referee, of Los Angeles was honored for his many years of service to professional motorcycle racing. The Peoria, Illinois Motorcycle Club was honored as the most outstanding professional motorcycle race promoter during the past year.

A WINNING TEAM!

Alligator Enduro – 3/13/69
Class A Lightweight 200cc
1st Bruce Sutton – SACHS

ACA Moto-Cross – 3/16/69
125cc Sportsman Class
1st Richard Foshay – SACHS

Prospectors M.C. Hare Scrambles – 3/16/69
Trailbikes
1st 125cc Eric Jensen – SACHS
1st 100 Am. Randy Klarsen – SACHS

Sachs' new 1969 Enduros, K-100 and K-125GS, are successors to the famous Boondocker K-80GS, which won the greatest number of national events in the 1967-68 season. Whether your bag is trailing, racing, or general fun, check out the new '69 Sachs at your dealer.

SACHS

Dealer Inquiries Invited
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1812 Colorado St. Santa Monica, Calif. 90404 PH: (213) 451-8728

The Drag Race Scene

By Dan Zeman

WILMINGTON, Calif.–Harley-Davidsons dominated Lions Drag Strip on March 16th. H-D took all divisions. Ed Mc Donald took Top Street. Ed had a modified carburetor but changed to a stock one after being protested. Next, he was protested for having open exhaust, so he borrowed some mufflers from Steve Kewish. After all this, Ed's bike finally met all the requirements for Stock Street (as far as the eye could see) and went on to take his class and division. Ed's closest race of the day for Top Street was with Bob Nelson on his Kawasaki 500. Bob worked his E.T. down to the high twelves and 103 mph. This machine is getting a little quicker each run.

Steve Brackett took Top Modified. Steve is still turning in the low elevens. This machine is owned by Bruce Miller who also owns a fuel burning H-D. Other action in Modified Division was in C class when Ron Sommers on a 500 Suzuki staged with Old Man Murphy, mounted on a 500 Kawasaki. Ron had to shave the light close to take this one, but he shaved it too close and turned on the big red light. Murphy says he plans on taking this class every week. Tom Petry took E Modified. This is Murphy's old Suzuki and Tom turned it on real strong and made some fantastic low twelve second runs.

Carl Morrow took the Top Gas money on his H-D. Carl has been absent from the strips lately. He has been hard at work getting all the bugs worked out. Carl will be mounting a fuel injection system in a few weeks, so this is a bike to keep your eyes on.

F Gas had the most entries in the entire division. Jerry Ramer took this class on Bob Braverman's 120cc Kawasaki. This was Jerry's first time at drag racing. Jerry is sixteen years old and has been waiting for a chance to prove himself for a long time. If this was a record-setting day, or an A.H.R.A. Event, Jerry would have set a few records. Runs in the mid-fifteens is quick for a machine of this displacement.

Top Fuel

Joe Smith has been tearing up the local strips lately. Joe took Irwindale Saturday and came to Lions for their gold Sunday. This is one of the fastest bikes on the West Coast. Joe broke his transmission on a single run, so decided to run one gear only. This worked pretty good. Joe turned a 9.70 E.T. and 155.97 mph. This is the fastest mph Joe has ever turned. There were six bikes running for Top Bike honors.

Big Bike Meet

July 4th is the date set for the BIG ONE! This is a sure thing now. Lions put up a THOUSAND DOLLARS!

I would like to see this the biggest "All Bike" drag meet ever held on the West Coast. I am accepting donations to increase the purse.

This is also a chance for some good advertisement. All donors will be listed in Cycle News right up to the week of the event. To get the ball on the road I will put up the first donation. This will be twenty-five dollars. Anyone else wanting to contribute please send money order or check to Dan Zeman care of Cycle News, Box 498, Long Beach, Calif. 90805.

There will be more information on entry fees, pre-entry, etc. in the next Drag Racing column.

(Results on page 20)

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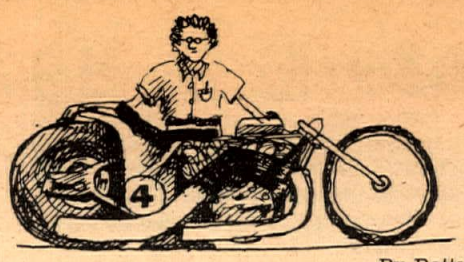


MEET THE DRAGGER

By Betty Nichols

Two drag racers are such good friends and do so much together that it wouldn't seem right to interview them separately.

Will Hodges is 32, married, with three daughters, aged 3, 5, and 12. He is a mechanic for Chaffey Ford in Hawthorne, Calif. and lives in Los Angeles.

John Willhite is 30, married, has a son aged 11 and a daughter, 3. He's an aircraft assembler at Douglas and also lives in Los Angeles.

They belong to a motorcycle club called the "Magnificent 7". The club, incidentally, is three years old and still boasts the original seven members. All the members are married and their wives are included at the twice-monthly meetings. It's a social club for the seven couples as well as being a motorcycle club. They all get together for dancing, bowling, family picnics and all the fun things young couples enjoy. They also get together to travel the state so they can attend the different drag events. The guys perform – the gals watch.

Left, John Willhite, right, Will Hodges.

When the club "kitty" is looking pretty rich, they all vote on how the profits should be spent. A big portion goes to help the small charities and organizations that they consider could really use the cash. They also donate to any needy cause that is brought to their attention.

Will and John spend a lot of time at Rich Budelier's Harley-Davidson at 2531 S. Main St. in Los Angeles, drinking free coffee and shootin' the bull with the other guys. They buy all their motorcycle parts there and pick up a few ideas to improve their drag speeds. They do all their own mechanical work and really keep their machines in tip-top running condition. They have proved this by walking off with many trophies. Will mentioned that he came into the money once, and is looking forward to it again.

You can guess by now that both fellas own Harleys. They are licensed so they can be driven on the streets as well as the strips. This way, they serve a dual purpose.

They each own their family cars, and Will has a 1950 Ford pickup to carry the bikes back and forth to Lions every Sunday.

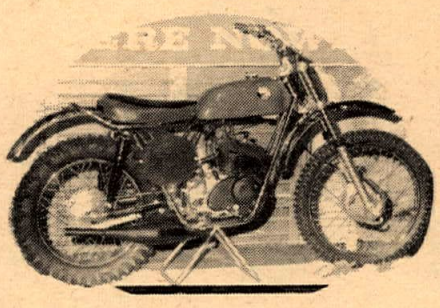
Will said he started out by dragging on the streets, but decided it was too dangerous and expensive. He picked up nine traffic tickets in seven months, so he wised up and started taking his bike to the drag strip. He said the judge downtown was getting mighty tired of looking at his face.

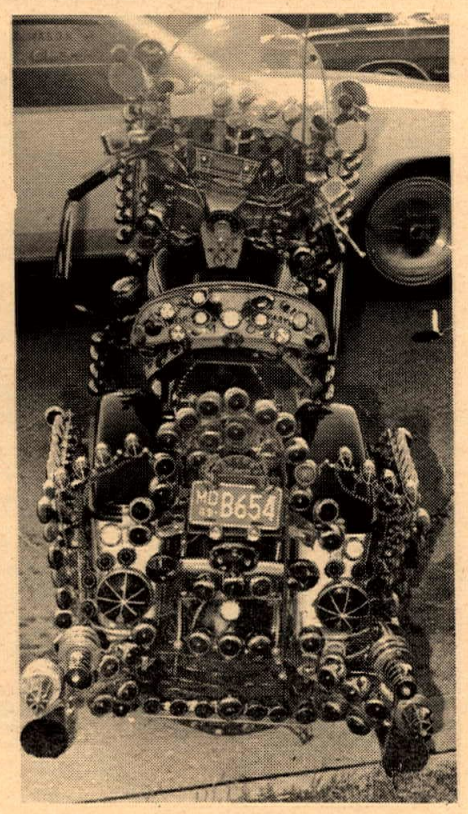
John and Will both agreed on the best advice to offer the bike riders that still insist on playing around on the streets. "If you want to race, take your bike to the drag strip. It's safer, cheaper and you will get home in one piece. Not always so if you goof off on the highway".

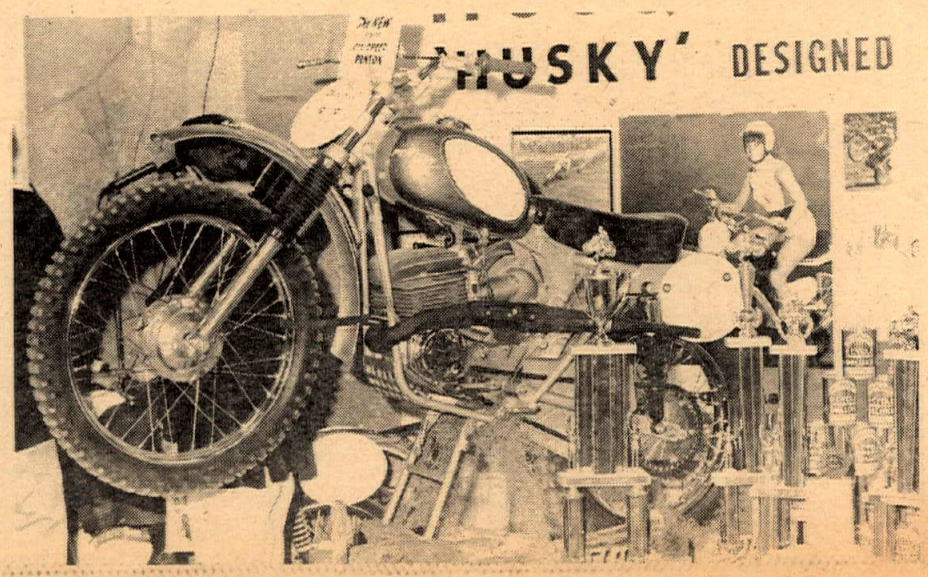
One thing nice about the drag strip. There is always a chance of picking up a nice trophy (instead of a ticket) or a little cash, plus the advantage of meeting a lot of nice folks. The streets sure can't beat that.

SEEN ON THE DAYTONA SCENE

Seen at the Daytona show were (below) the new American Eagle Motocross 250cc and (bottom) the 175cc Penton six-speed, soon to be available. While at right, this Harley drew crowds on the streets. "Hey buddy, got a light?"







Short Stroke

By Bill Blakeslee

The accompanying photo could almost be one of the international riders at the International Six Days Trials. Notice the taped lights, speedometer and the house in the background. It could be but it isn't, in fact it was taken at the recent Elsinore Grand Prix.

We have no ISDT in this country. Some events come close though, like the Berkshire event on the East coast and our local Elsinore G.P. Sure, I know, the Elsinore is a wide open speed contest but it does cover a vast variety of terrain. All it needs is a fast speed "schedule" and a few special skill test thrown in, to resemble the ISDT.

Americans have long claimed that the AMA produces champions with a variety of riding skills, unlike Europe's system where there is a champion in each category. But does our Number One ever ride Hare'n Hound or Trials? The ISDT heroes are genuine all around racers plus mechanics. They can ride over all terrain, for long hours and in adverse weather and repair their bikes themselves when something goes wrong.

Far be it from me to suggest that our Number One couldn't do the same. Our racing just doesn't cover this. The real point is that NONE of our racing includes this! And yet variety is the real essence of motorcycle riding. Motorcycles were originally designed for transportation only, and they got their start by being a good form of transportation. They are mostly used for sport nowadays but street riding still occupies a large portion of the interest.

What could be more logical than having racers that resemble an actual motorcycle with lights, fenders, muffler and license (excluding professional racing of course)? Then perhaps there would be more truth to the saying that "racing improves the breed". Components that really worked would find their way from bikes on the street and components that could take the pounding of a race would be fitted on street bikes developed from racing bikes.

One other benefit seems to offer itself. Think of the improved image non-enthusiasts would get from seeing motorcyclists performing on machines more related to the ones they see everyday in traffic. Without the noise and the exotic looking stripped-down machine, the non-enthusiasts (the same one who pushes compulsory "safety" on us) would be less able to divorce himself from us. With a little more juggling of speed and schedules, our street legal machines could include small towns in the course.

For the first time the public could see us as normal human types, like themselves.

"Mind Boggler"

Some wit once coined the saying "... the mind boggles at the thought". Its often an apt saying but possibly never more accurate than when applied to the present situation with the ACU. The ACU is the English equivalent of the AMA only they have a higher authority over their riders.

The similarity doesn't end there, they also have "tech inspectors" (though theirs don't wear red hats) and anyone who has been to Daytona has seen the epitome of that fine art. The ACU's tech inspectors happily passed expansion chambers on two Spanish bikes entered in the production race at the Isle of Man TT races last year. The bikes were first and second finishers.

Many protests flew back and forth. The ACU, not to be outdone by its own tech inspectors, delayed decision over eight months! Now they have decided that expansion chambers on production machines are illegal after all. The mind boggling begins when you realize there are no winners to the 1968 TT 250 Production Race. The third place finisher was not moved up to first and so forth. Maybe they were worried about how to collect the prize money given to first place after eight months. Maybe the AMA isn't so bad, eh wot?

Up From Down Under

Dewayne Keeter is back in L.A. town, after a series of speedway races in Australia. He brought back a souvenir too – not a kangaroo, but a fellow speedway racer from Australia named Greg Kentwell. He promptly took him to Clarice's ABC Leathers in South Gate, Calif. to get fitted with American type (color) leathers. Then they're both off to England to try their luck there. If Dewayne does as well as he did down under he'll have no sweat.

Trailsters

By Tom Dilling

The Trinity Trailsters of Willow Creek, California held their second Rough Scrambles in a series of four on Sunday, March 9. Competitors are going for regular trophies plus overall high point trophies that will be awarded at the final event. These will be the four overall high point men. (There seems to be some confusion concerning this. Classes have nothing to do with the total outcome. Winners will be the top four men – period. They can be any combination of classes.)

The last race was held on a 3/4 mile track that was interesting to ride. Let's take a quick tour of the course: Take off at the line – hit second – go between a pile of picnic furniture on the right and the hardware protruding off the water truck on the left – up a narrow, steep trail – turn right at the small pepperwood tree – 9-1/2 feet straight – left at the live oak tree – along a narrow, rocky trail (at this point, if you feel like it, you can spit about 400 feet straight down to the Trinity River) – dive off the ridge to the left – start a gradual turn to the right at the 6-inch fir tree – hit third at the toilet (men's) – begin a gradual sweeper to the left – hit fourth at the dead car – rest for a while across the field – sharp left at the tire (tire?) – sharp right around a power pole – sharp left between two huge gate posts – grab fourth and go down the straight, aiming at the furniture or the water truck (optional).

The wildest racing of the day seemed to take place during practice. Everyone seemed full of energy and spirit. Maybe because it was the first time they had seen the sun on a Sunday for such a long time.

The 250 class was won by Brian Lee (Yam). This Eureka businessman and Bultaco-mounted Ray Crivello had a great race during the first heat. Crivello led from the start but missed a shift in the last lap and against Lee, that's fatal. Crivello is currently in the last paying spot and Lee is sitting on top in first. Jay Stradley of Arcata took third and is nipping at fourth by less than 100 points in the fifth and "no pay" position. Dave Jackson (Yam) was fourth and he, in turn, is nipping at Stradley by just 12 points.

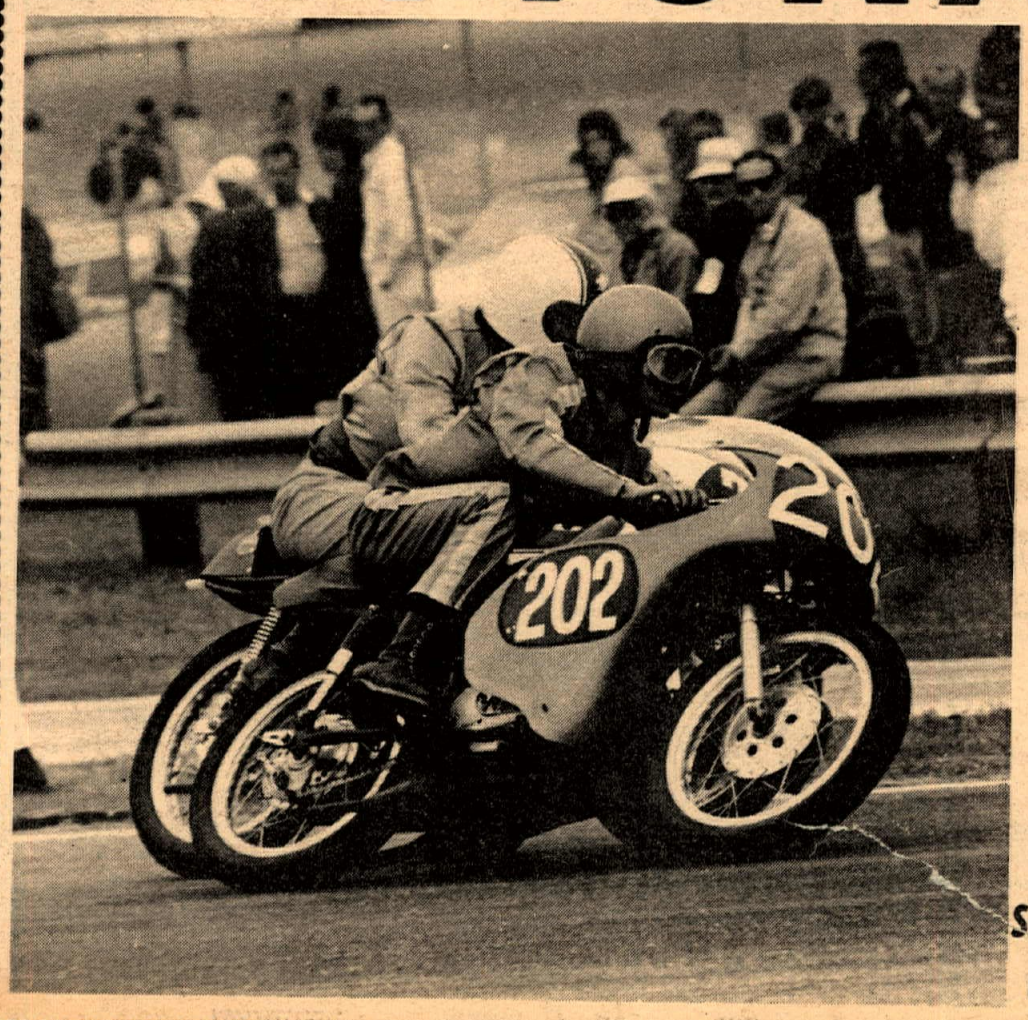
The 251-Open class had some wild and woolley racing. At the start of the first heat Dave Reynolds spotted everyone a big lead as he killed his engine on the line. Finally it started and he went tearing off after everyone. Reynolds' Triumph caught and passed every machine in the race except the Husqvarna that was holding up Ed Nielsen (and that is a big job in itself). Reynolds went on to win this class with Nielsen second.

During this race we saw Laymen Gattis run a good solid race. Laymen is new to our area and told us that, although it is not what he is used to, he enjoyed the race and is looking forward to future events. He is a former desert racer from Tarona, California, where he was a novice and a member of the Sidewinders Club.

The Trailsters are plotting a scrambles for their next event of the series. It will be same type of a scrambles in the Bigfoot Enduro Area.

(Results on page 20)

BRIDGESTONE WINS DAYTONA



Sportsman Class 4 176cc to 200cc

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March 12, 1969
Bridgestone Winner
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Lions Drag
March 16, 1969
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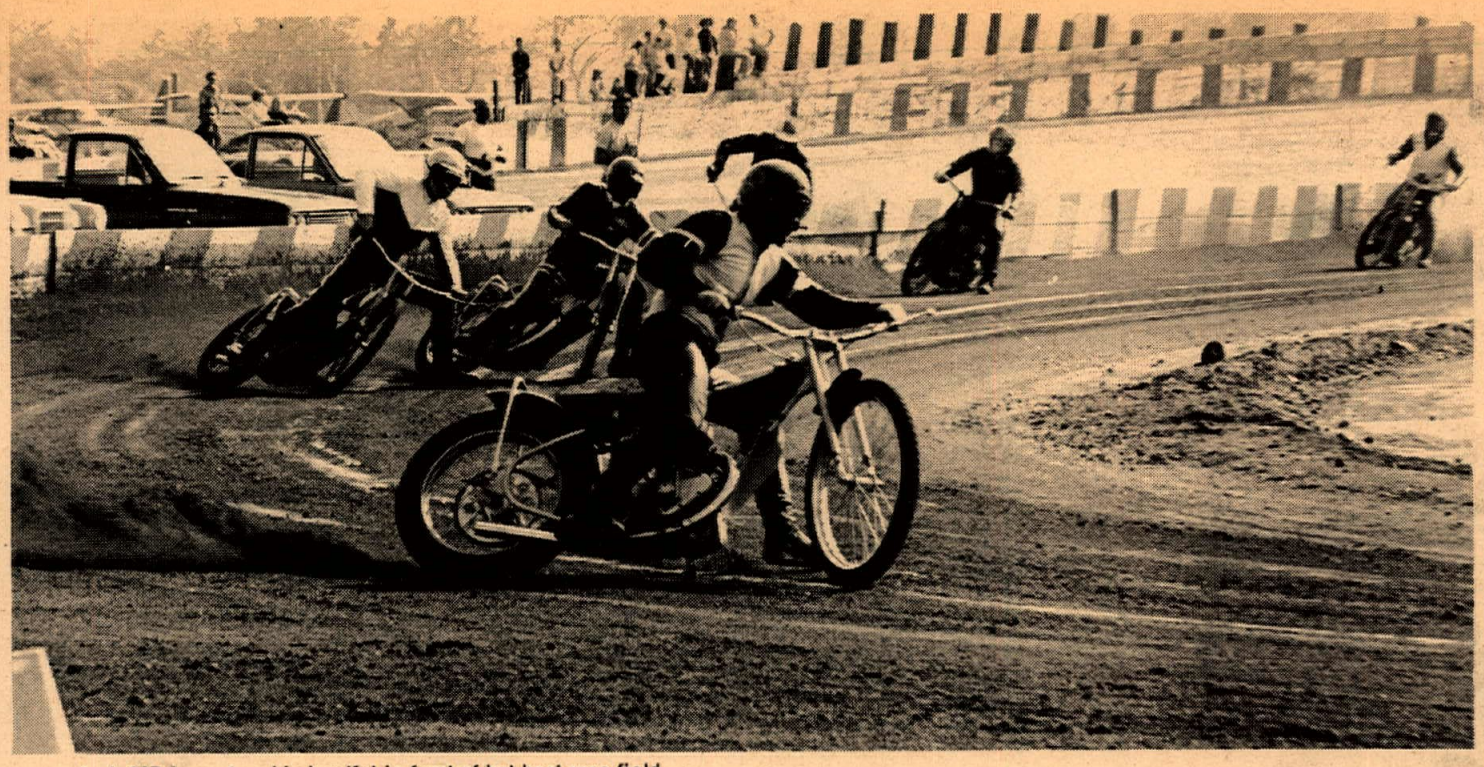


Jack O'Brien gets a big handful in front of hot heat race field.

BAST BESTS SPEEDWAY BLAST

By Carol Sims
Photos by Dennis Greene

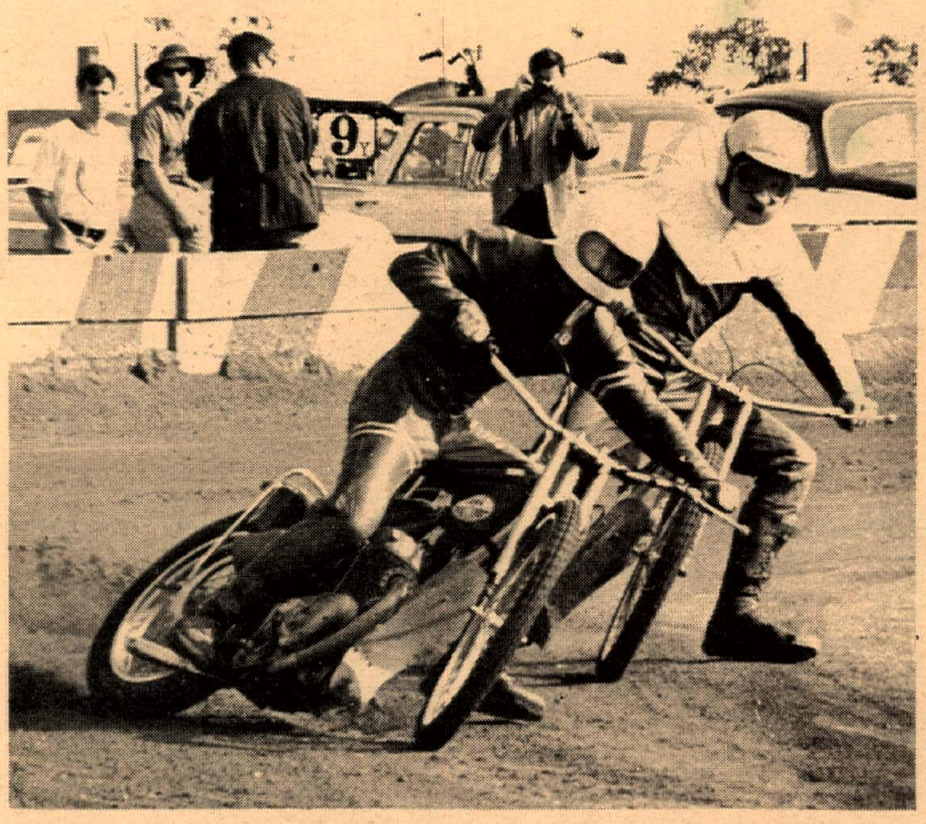
PACOIMA, Cal., March 23 – A grandstand full of excited Class A speedway fans had a very pleasant Sunday afternoon of race viewing at Whiteman Stadium – but Steve Bast had the best time of all. The young Eso-mounted charger won every race he entered, and that included his heat race, a handicap semi, the Trophy Dash and "A" Main Event.

Turning back such notables as Jack O'Brien, American Speedway Champ Rick Woods, Sammy Tanner, John Carter and Norm Elledge in registering his wins, Bast showed precise form and stylish enthusiasm throughout the day.

Over 30 top ranking riders of the fuel-burning 500cc Esos and JAPS partook of the short oval racing fare conjured up by Promoter Dude Criswell. The progressive program consisted of 8 heats, 4 semis, the Dash and 2 Mains, all of which ran off with a minimum of delay.

In the pits, an interested spectator was Steve McQueen, who acted as honorary starter for one of the preliminary events. (HE had some interested spectators, too, especially among the female contingent.)

It never took Bast more than a lap to gain the lead in any of his races, and in the "A" Main he won out over Woods, O'Brien, Elledge, Ramon Perez and Carter.



The big winner Steve Bast slams the gate on the guy they call number one, Rick Woods.

Sammy Tanner (right) discusses his just-completed stunt stint in movie "Changes" with film actor bikefan Steve McQueen.

The "B" Main was a star-spangled affair that saw Sammy Tanner come back from an earlier slide-out to take the lead in the first turn and go on to well deserved and emphatic victory.

Don Hawley had a back-and-forth battle with Greg Haserot for runner-up spot and finally grabbed second for good on the last lap. Following Haserot in were Larry Heinselman, Harlan Bast (can't hardly run a race without a Bast in it) and Paul Conserriere, who slid down but returned to do further battle.

Next outing at Whiteman for the exotic sliders is tentatively scheduled for the middle of April. (The Cycle News Calendar of Events will keep you up to date.) And other tracks are coming under consideration for future races, too.

Judging by the turnout of spectators for this one, speedway racing is fast becoming a welcome Southern California habit.

RESULTS

Sun., March 23, 1969

By Carol Sims

4-LAP HEAT RACE WINNERS
Jack O'Brien, Rick Woods, Ramon Perez, Sammy Tanner, Sonny Nutter, Steve Bast, Norm Elledge

4-LAP HANDICAP SEMI WINNERS
Jack O'Brien, Ramon Perez, John Carter, Steve Bast

4-LAP TROPHY DASH

1. Steve Bast	Eso
2. Rick Woods	Eso
3. Jack O'Brien	Eso
4. Sammy Tanner	JAP

Time: 1:00.50

B MAIN EVENT (4 laps)

1. Sammy Tanner	JAP
2. Don Hawley	JAP
3. Greg Haserot	JAP
4. Larry Heinselman	JAP
5. Harlan Bast	JAP
6. Paul Conserriere	Eso

Time: 1:00.86

A MAIN EVENT (4 laps)

1. Steve Bast	Eso
2. Rick Woods	Eso
3. Jack O'Brien	Eso
4. Norm Elledge	JAP
5. Ramon Perez	JAP
6. John Carter	–

Time: 1:00.63

American Team Races April 13

Ron Nelson and John DeSoto, the nucleus of what is growing to be a large American motocross team in Europe, have arrived at the Montesa Factory in Spain after a number of preliminary hassles.

First test for the Americans will be the Spanish "jinx race" on April 13. Torsten Hallman and Joel Robert claim they don't want to win the Spanish because whoever has won it in the past never won the world championship. It is said to be a Southern California type course and Ron & John, as well as fellow Americans-in-Europe Russ Darnell and Steve Scott are expected to do well in it.

Kapus Stretches Victory String

WOODLAND, Wash. – Gary Kapus, the 17-year-old Kawasaki speedster from Portland, Oregon again cleaned house at the Woodland M.C. TT-Scrambles here two weeks running.

March 9, Kapus won everything but the scorer's pencil, taking the 100cc, 200cc and 250cc A main events on Kawasakis tuned by Joe Dobbins Imports. Gary also scored first in the 200cc Trophy Dash.

The 350cc class belonged to Bill Cook (CZ), who also took the 250cc and 360cc Dashes. Dennis Miller (Triumph) won the Open Dash and the Open Main went to Bob Fuller (Triumph).

Dale Hixion, Yamaha mounted, won the 100cc Trophy Dash.

Then on the following Sunday, Kapus collected the 100, 200 and 250cc Dashes, as well as the 100 and 200cc Mains. Ike Reed (Suzuki) was 2nd 100 Expert and Dick Anderson (Bultaco) runner-up in the 200 Main.

Jimmy Smith (Bul) beat Kapus in the 250 final. The 360 feature and dash went to Bill Cook (CZ) with Smith runner-up on a Bul. Bob Fuller (Triumph) doubled with an Open Dash and A-Main win, followed in the final by Honda mounted Jerry Kovo.

Scramblin' Around

By Maureen Lee

DISTRICT 37 DETAILS

This week we'll discuss the 25¢ rider assessment we are all paying, in case those of you who don't belong to clubs wonder what the thing is all about.

The citizens of Mojave, Calif. have been trying for years to build a small hospital, but money is short in that relatively unpopulated area. Recently, due to the lack of facilities, the doctor shortage became acute, and the town still needs $5,000 to start building. District 37 decided to contribute that amount so they can start work on the hospital. For this donation the District will receive shares in the hospital.

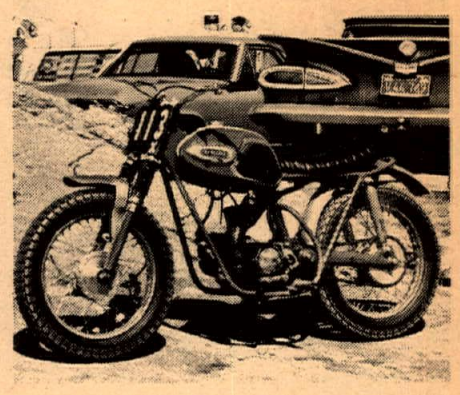
The Board of Directors settled on a 25¢ fee payable by all riders in every branch of sportsman racing (desert, motocross and scrambles) to replace the money in the District bank account, but the fee will be cut off at the earliest possible moment. The money has to be replenished because the District has expenses every year and throughout the year. Rider application blank, decals, number plate stickers etc., have to be paid for and there is always a big outlay of cash before riders start applying for riding numbers and the money builds back up again.

We've heard a little groaning from riders, "I never ride desert, why should I have to donate to a hospital out there?" If you can't see the point, then we'll spell it out. We may be scramblers and not desert riders, but we're all competition riders and as such we need all the good publicity we can get. Mojave has always welcomed the motorcyclists and after this effort we have the whole town with us. But besides the publicity value, as a person it makes me feel good to know I'm putting some money into a hospital that will be saving lives some day, and the need out there is acute.

So pay up your two-bits happily and think kind thoughts! The desert group needs all the help they can get to hang on to their right to use the desert. Just think what'll happen if they can't hold runs out there and the guys all start coming to the scrambles! I'm sure you big bore riders don't want J.N., Steve Hurd, Bergquist et al. in your classes. You've got all you can handle right now in the way of competition, and I sure as heck don't want to have to chase Rosie Martino, Lyn Wilson and Jan Ditson around...I have enough problems now! Throw Jack Morgan and Eddie Crowell etc., into the 100 Expert class and it would be like wow! So once again, think kind thoughts!

A PROTOTYPE OF THINGS TO COME

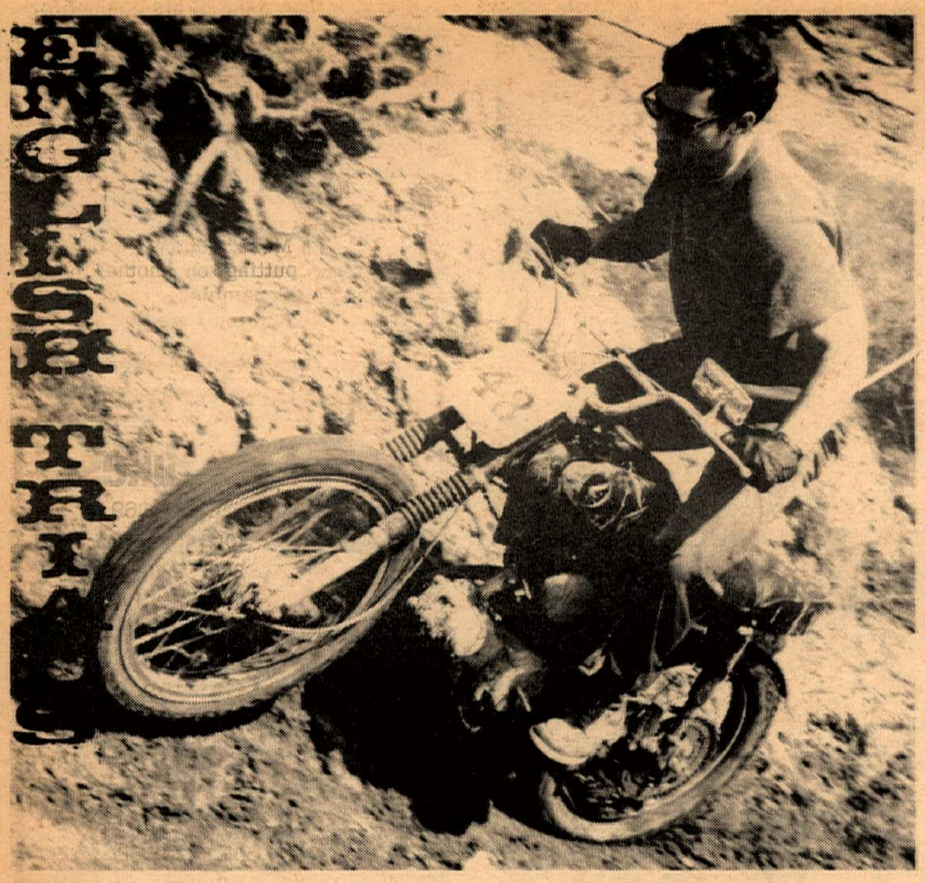
Too big for a mini-bike but to little for a full-size 100? And you want to race? Check the above picture carefully and note the frame especially. It's low, it's light...it's the shape of things to come and maybe a new 50cc class. We got the scoop at Perris.



Starters, Get This

A new idea we'll pass along to starters who are plagued with itchy racers on the line...at the San Pedro M.C.'s go at Elsinore they tried this...if you jumped you got moved back two places in the results. To save hassles it's necessary to have more than just the starter make the decision that a rider jumped, but the thing is it does save time, and we all know how scarce time is at scrambles. So, to stop all those minutes of horsing around while an event is black-flagged and re-started (sometimes twice) the club decided to try this method on the twitchy ones and it worked. Any comments?

ENGLISH TRIALS



Expert Geoff Hammond was fourth best in class, proving you can even do it on a Honda, as he tackles the trap through the cactus.

Top Expert trailster Kevin Walker squeezes his Bul through the two large rocks of section 11.

Scotsman Jack Ward was the top rider of the day, here showing excellent Bultaco ability.

Story and Photos by Gary Barton

DANA POINT, Cal., March 2, 1969 – After today, most of these competing in the trials by the sea will agree that the dirtiest word in the English language is a three letter syllable spelled M-U-D.

Although the scheduled trials was to be held at Littlerock, word came that the river there was 300 yards wide and the entire camping area was under 6 feet of water. A quick decision was made to relocate the Trials to Dana Point. Word was sent out to all the members of the S.C.T.A. and from there the word was passed via the grapevine.

Surprisingly, nearly 130 riders appeared ready to do battle Sunday morning. This indicates some of the enthusiasm that is generated at Southern California Trials Association events.

The entrants were lined up and sent off at one minute intervals. All competitors were required to ride four laps around the approximately three mile course. Amateurs rode sections 1 thru 6 and the Expert/Masters rode sections 7 thru 12.

Most of the traps consisted of mud. Riders expecting a fairly easy go such as the last trials held here found this definitely was not the case. Many of the amateur traps were difficult enough to give most of the E/M's fits.

Although most of the traps were challenging in their own special way, some of the really difficult sections were: Trap #1 - Fairly simple looking uphill climb, however a couple of gentle turns kept the speed down and then there was very soft and easily rutted dirt for the last ten yards which gave several of the amateurs fits.

Trap #4 - By far the roughest of the amateur sections. Here the riders were required to enter the section by crossing over a two foot deep trench of very soft mud. If you were able to make it over this barrier you rode on about ten yards then made a left turn on a slimy, muddy hill then dropped into a three foot deep hole of mud, back out on level ground for another ten yards then a drop back into a two foot hole before the exit. It was here that Norm Cowell made a spectacular flight over the handlebars just as he entered the section. Also woman rider Carrol Stone made one of the best passes through the section. It was a two-dab attempt and was one of the most skillful rides of the day.

The Expert/Masters also had their share of difficult sections. For instance Trap #7 was a horseshoe shaped, mud filled gully that had to be entered flat out in second gear to try to jump a three foot ledge to get up on high ground and set up for the last half of the section. A few riders were able to get through the first couple of times but from then on it was almost suicide to try. Most attempts ended with the riders sitting in 2-1/2 feet of mud.

Trap #10 had the competitors riding down a rock filled rut then a right turn on a off-camber hill then drop off into two feet of mud and on down mud and rock-strewn gulch. From here the riders continued on to Trap #11 – Nearly 150 yards long, the riders first had to ride down a rough, hole filled hill then a tight right turn into the mud, between two large rocks about one foot apart and on down the gulch for about 80 yards then out of the mud and up a steep hill with a pair of tricky ledges just before the exit.

Top rider of the day was Scotland's Jack Ward. Ward, who competed in trials in Great Britain for a number of years, found the mud very much to his liking. Jack dropped but 29 points to Bob Nickelsen and John Walters with 49 marks, while Gary Davis followed close behind with 52 points.

In the expert class, Kevin Walker, riding a new Sherpa T for the first time in a trials, took first place honors with 56 points while Don Lawrence followed close behind with 60. Don earned enough points with this ride to transfer to the Master Class. Roy Sheridan rode a Yamaha to third place and lost a mere 63 points. Roy made a beautiful attempt at trap 7. He rode the high wall very skillfully, but his rear tire just crossed the tape by a inch or two and resulted in five marks lost rather than a clean.

Among the amateurs in the lightweight class, Tom McGeachin topped George Karsten by 26 to 27. McGeachin also earned the points needed to transfer to the experts. Both riders rode Bultacos. John Brewer, on a Cotton, nailed down third place with 29 marks.

In the Amateur Ultra-Lights, Ray Jackson on a 125 Yamaha captured first place with 51 points. Norm Cowell picked himself up from his flight in trap #4 and continued on to a second place finish and also HIS last ride as an Amateur. Norm will now be competing with the Experts on his 73cc Sachs. Dean Klippert rode his Hodaka to third place, losing 57 points.

Although Dave Evans did not ride this time, his wife Edna and daughter Debbie still took home some gold. Edna topped all the women and Debbie took second place behind Greg Lersch in the kid's class.

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Choice of Champions

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ACA Moto-Cross – 3/16/69
100cc Senior Class
1st Tom Hoyle – HODAKA
2nd Dan Etheridge – HODAKA
3rd Jeff Creager – HODAKA

Mesa TT Scrambles – 3/16/69
100cc Expert Class
1st Wayne Hosaka – HODAKA
2nd Jim McGuire – HODAKA
3rd Chuck Byers – HODAKA

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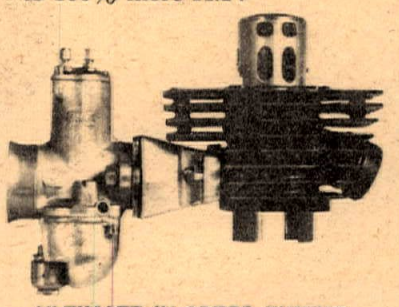

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250cc Novice field sweeps into first turn at South Bay with eventual winner John (164) Herrett on a Kawasaki, Jack (80) Sweeney on a Bul taking second and Dale (52) Humphrey who took 4th.

Story & Photo by Bill Harmer

CHULA VISTA, Calif. March 16 – Wayne Hosaka dominated the Mesa M.C. TT Scrambles program at South Bay Speedway by capturing top honors in both the 250cc and 100cc expert events, riding a Hodaka and a Kawasaki 250. Riding his Triumph masterfully, Myron Carter of Poway, Calif. outdistanced stiff competition to claim high points in the Open Expert series.

The Open Expert bash was so heated that the outcome depended on the final moto. Any one of four riders could have captured the crown. Al Finan, won the first moto handily and finished well in the second, developed ignition trouble and was barely able to finish in the final.

Don Matthews was having trouble with gearing and couldn't keep his hot Gold Star up where he wanted it, so the final moto developed into a duel between Carter (who was 1967 point champ) and Jim Harmon who has perhaps shown more improved riding this year than anyone in the Open Expert class. Riding consistently, he made Carter know that he had been in a race.

One of the most thrilling contests was the 100cc Expert conflict. Wayne Hosaka, Jim McGuire and Chuck Byers passed and repassed each other time after time and were never separated very far on their equally proficient Hodakas. Wayne Hosaka narrowly defeated Jim McGuire with Byers coming in a close third.

Hosaka repeated his victorious ways by dominating the 250cc expert series but had some trouble with a young "dark horse" rider, Earl Barker, riding a new Earl Roloff-tuned machine out of South Bay Yamaha. It was the first time out for the Yamaha. Roloff was still experimenting with the motor and had to adjust it after each heat. He found the right combination in the final circuit and Barker led the field by such a margin that it looked like he was in a different race. Collecting top awards for the series however was Kawasaki mounted Wayne Hosaka.

Horsepower Isn't Everything

Another refreshing young rider to watch was Sal Peluso who finished second behind Bridgestone mounted John Payne in the 100cc Novice main. Sal, who tunes his own Yamaha, obviously does not have the horses that some of his competitors have, but he stays on it just a little longer into the turns and screams fullbore through the sweeper displaying riding skill that belies his novice standing. Some alert cycle dealer will surely get Sal on a sponsorship soon.

With the return of beautiful spring weather there was a big turnout of riders (105) as well as cheering spectators (1700) and the Mesa Motorcycle Club can be proud of putting on another highly successful TT Scrambles.

(Results on page 20)

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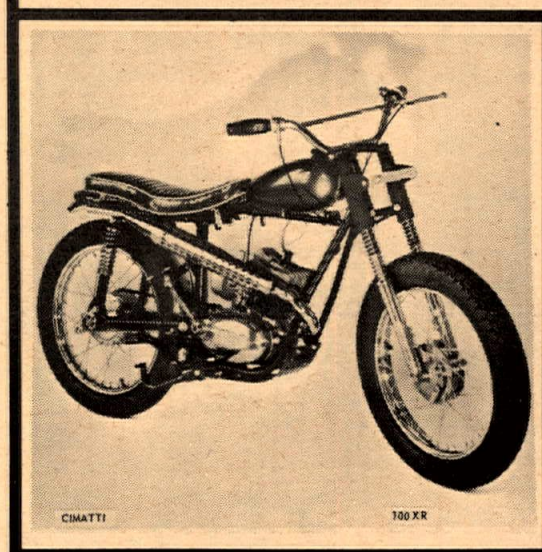

Cimatti at Trojan Raceway! March 14th TT Trophy Dash
1st Place – Gary Scott, 100XR Cimatti
Flat Track Trophy Dash
1st Place – Gary Scott, 100XR Cimatti
Flat Track Main Event
1st Place – Gary Scott, 100XR Cimatti
TT Main Event
2nd Place – Gary Scott, 100XR Cimatti
Held Over Flat Track Main Event from March 7th
2nd Place – Gary Scott, 100XR Cimatti
Gary Scott riding for ALOHA CYCLE

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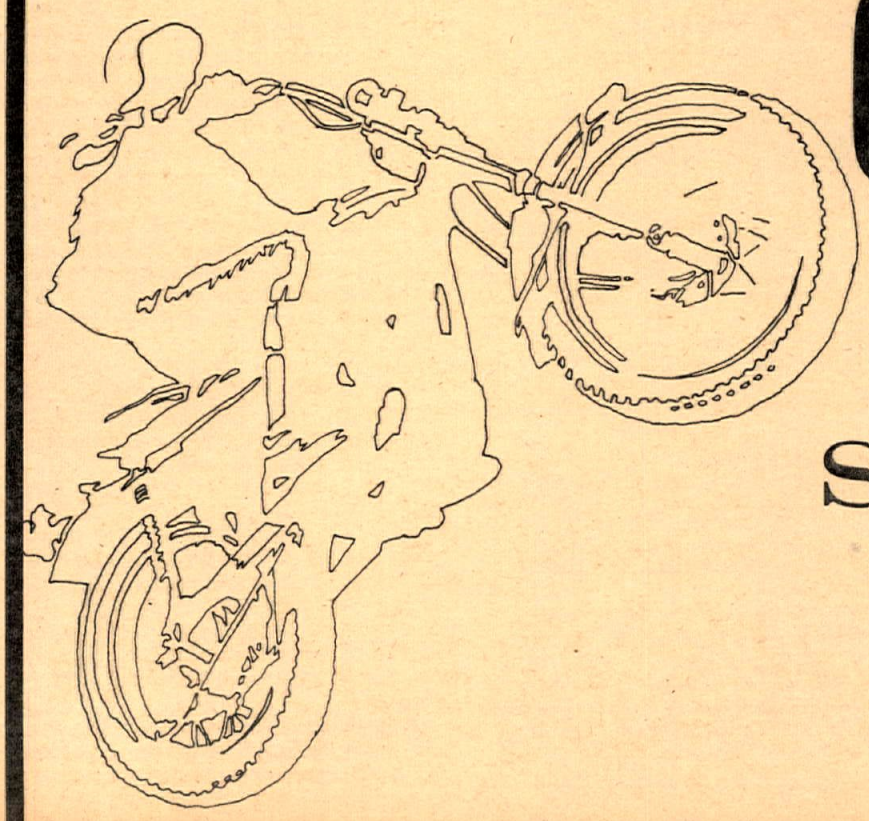

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RESULTS

1968 FINAL AMA SPORTSMAN POINT STANDING FOR NO. CALIFORNIA AMA Dist. 36

SHORT TRACK

(0 to 100cc)	Points
1. John Grant	162
2. Francis Ladara	130
3. Joe Allen	128
(101 to 125cc)	
1. Joe Allen	20
1. Milan Vickers	20
2. Larry Beatty	10
2. Steve Goff	10
3. Francis Ladara	9
3. Albert Spencer	9
(126 to 175cc)	
1. Terry Henry	40
(176 to 200cc)	
1. Dick Turner	173
2. Mike Rockwell	141
3. Mike Ellis	115
(201 to 250cc)	
1. Mike Corcoran	292
2. Ray Vatne	201
3. Manfred Heyrend	140

SCRAMBLES

(0 to 100cc)	
1. Ray Douglas	236
2. Les Costarzo	172
3. Kenny Roberts	168
(101 to 125cc)	
1. Ronald McGuire	20
2. Ray Douglas	20
2. Matt Falconer	19
3. Les Costanza	10
(176 to 200cc)	
1. Larry Darr	198
2. Gary Hurst	170
3. Terry Miller	156
(201 to 250cc)	
1. Paul Johnson	696
2. Allen Kenyon	231
3. Bruce Teixeiras	202
(251 to 350cc)	
1. Dan Hughes	157
2. Rick Graves	152
3. Don Murray	148
(351 to 500cc)	
1. Jerry A. Chadin	148
2. Paul Johnson	148
3. Rich Wymer	128
(501 to 750cc)	
1. Paul Johnson	200
1. Bob Boaz	200
2. Terry Sage	168
3. Lance Anderson	164
(751 and up)	
1. Bob Hurst	40
2. Gerald Thompson	30
3. Phil Ray	29

HILLCLIMBS

(176 to 200cc)	
1. Manuel Ponte	20
1. Larry Silva	20
1. Joe Ponte	20
2. Bob Webb	18

Dist. 36 Standings, Cont'

3. Steve Brooks	10
3. Keith Roessley	10
(201 to 250cc)	
1. Steve Brooks	36
2. Manuel Ponte III	30
3. Doug Little	20
3. Paul Liebenberg	20
(251 to 350cc)	
1. Clay Catlett	40
1. Roger Voyles	40
2. Neil Lanplear	18
3. Melvin Carlton	16
3. Harvey Barone	16
(351 to 500cc)	
1. Mel Cunha	40
2. John Preble	28
3. Gordon Miller	26
(501 to 750cc)	
1. Ron Little	20
1. Richard Bertolucci	20
1. Frank Durso	20
2. Sammy Arena	19
3. Louis Romero	10
3. Don Cody	10
(751 and up)	
1. Larry Smith	10
2. Dick Oxford	9
3. John Wilkinson	8

MOTO CROSS

(0 to 100cc)	
1. Roy Winters	30
2. Mike Ellis	20
3. Sam Edwards	15
(176 to 200cc)	
1. Mike McGowan	20
2. Phillip Bishop	10
(201 to 250cc)	
1. Ted Heater	30
2. Robert Haustein	20
3. Jack Lewis	15
(351 to 500cc)	
1. Gordon Septinelli	20
2. Rodney Norgaard	10
3. John Fry	9
(751 and up)	
1. William Saltzman	40
2. Randy Lackey	20
3. Bill Berviscio	15

HARE SCRAMBLES

(0 to 100cc)	Points
1. Jim Weathers	30
2. Jim Young	15
3. Richard Johnson	10
(101 to 125cc)	
1. Roy Bennett	20
1. Carl Cranke	20
2. R. Smart	10
2. Gary Greiner	10
3. Rick Whiteacre	9
3. Ron Davies	9
(176 to 200cc)	
1. Rick Basaco	30
2. Gino Cortez	10
2. Jack Huddleston	10
3. Ron Matteri	9
(201 to 250cc)	
1. Nate Topalar	20
1. Bill Brown	20
1. J. Jorgensen	20
2. R.W. Young	14
3. Don Stover	10
3. Bart McMurray	10
3. Randy Lackey	10
(351 to 500cc)	
1. Bob Grossi	20
2. Jack Paro	10
3. John Fry	9
(501 to 750cc)	
1. Lonnie Lacy	20
2. Ray Lawson	10
3. John Scott	9
(751 and up)	
1. M. Devries	30
2. Danny Davies	20
3. J. Edwards	15
3. J. Nelson	15

CARLSBAD MOTOCROSS March 23, 1969

125cc JUNIOR	
Steve Goldberg	Hod
M. Tripes	Pen
J. Boldte	Hod
C. Claydon	Pen
D. Guala	Yam
250 JR. #1	
P. McGuire	Hus
M. Blackwell	Yam
D. Lopua	Hus
Bill Urban	Hus
D. Smith	Hus
250 JR. #2	
B. Goman	Oss
M. Pera	C-Z
C. Lunde	C-Z
H. Markham	Bul
J. Parker	Mai
500 JR.	
L. Burns	Mai
P. DeBenedetti	Bul
G. Graham	Am. Eag
J. Goldberg	Mai
B. Stevwer	Mai
125 EX.	
Lars Larsson	Pen
Mike Runyard	Sac
Tom Rapp	Bul
Walt Axthelm	Sach
Kurt Lohmeyer	Bul
250 EX.	
Lars Larsson	Hus
Tim Hart	C-Z
Bob Kulek	Hus
Gene Smith	Mai
J. Bentley	Hus
500 EX.	
Lars Larsson	Hus
Bob Kulek	Hus
Gary Jones	BSA
Tim Hart	Mon
Tom Rapp	Mai

Briggs, Mann Split Short Tracks

Results of AMA Short Track Motorcycle races at Memorial Stadium Thursday, March 20, 1969.

First Heat - 6 laps Time: 2:03.23

1.	78	Barry Briggs, Southhampton, England	BSA
2.	30D	Royal Scherbet, Largo, Fla.	BSA
3.	53D	Charlie Seale, Daytona Beach, Fla.	H-D
4.	32S	Mike Anderson, Freeport, Ill.	Bultaco

Second Heat - 6 laps Time: 2:06.57

1.	21	Dave Sehl, Watertown, Ont., Can.	H-D
2.	84	Eddie Wirth, Manhattan Beach, Calif.	Montessa
3.	56	William Hinson, Jacksonville, Fla.	Yamaha
4.	11R	Ron Ermele, Sun Valley, Calif.	H-D

Third Heat - 6 laps Time 2:07.49

1.	55	Roger Reiman, Kewanee, Ill.	H-D
2.	20	Gene Romero, San Luis Obispo, Calif.	Triumph
3.	45	Darel Dovel, Kansas City, Mo.	H-D
4.	27D	Ronnie Melton, Avondale Estates, Ga.	H-D

Fourth Heat - 6 laps Time: 2:04.21

1.	10	Neil Keen, Decatur, Ill.	Yamaha
2.	101R	Freddy Edwards, Riverside, Calif.	Yamaha
3.	47	Pat Gosch, Omaha, Nebr.	H-D
4.	63E	Robin Martin, Orchard Lake, Mich.	Yamaha

First Semi - 8 laps Time: 2:44.24

1.	78X	Barry Briggs, Southhampton, England	BSA
2.	30D	Royal Scherbet, Largo, Fla.	BSA
3.	21T	Dave Sehl, Watertown, Ont., Can.	H-D
4.	53D	Charlie Seale, Daytona Beach, Fla.	H-D

Second Semi - 8 laps Time: 2:46.40

1.	45	Darell Dovel, Kansas City, Mo.	H-D
2.	55	Roger Reimnn, Kewanee, Ill.	H-D
3.	10	Neil Keen, Decatur, Ill.	Yamaha
4.	101R	Freddy Edwards, Riverside, Calif.	Yamaha

Consolation - 6 laps Time: 2:09.96

1.	28F	Emil Chadima, Cayahoga Falls, Ohio	BSA
2.	97D	Tom Powell, Jacksonville, Fla.	H-D
3.	99C	Mike Sponseller, Phoenix, Md.	Yamaha
4.	59D	Mike Bruso, Titusville, Fla.	Honda

Feature - 10 laps Time: 3:25.65

1.	78	Barry Briggs, Southhampton, England	BSA
2.	55	Roger Reiman, Kewanee, Ill.	H-D
3.	45	Darell Dovel, Kansas City, Mo.	H-D
4.	101	Freddy Edwards, Riverside, Calif.	Yamaha

QUALIFYING RECORD: 19.77 seconds

1.	78	Barry Briggs, Southhampton, England	BSA

RESULTS - AMA Short Track Motorcycle Races at Memorial Stadium, Saturday, March 22, 1969.

First Heat - 6 laps Time: 2:04.90

1.	31	Jim Maness, Augusta, Ga.	H-D
2.	10	Neil Keen, Azusa, Calif.	Yamaha
3.	94L	Larry Dillon, Nashville, Tenn.	H-D
4.	45	Dan Berry, St. Petersburg, Fla.	Yamaha

Second Heat - 6 laps Time: 2:02.31

1.	2	Dick Mann, San Francisco, Calif.	Ossa
2.	4	Bart Markel, Flint, Mich.	H-D
3.	11N	Gordon Duzenberry, Wichita, Kan.	Yamaha
4.	54L	Dan Haxton, Greenville, Miss.	Bultaco

Third Heat - 6 laps Time: 2:03.04

1.	38	Chuck Palmgren, Baltimore, Md.	Yamaha
2.	55	Roger Reiman, Kewanee, Ill.	H-D
3.	45	Darell Dovel, Chicago, Ill.	H-D
4.	86	Mark Hinemann, Daytona Beach, Fla.	H-D

Fourth Heat - 6 laps Time: 2:04.2

1.	78	Barry Briggs, Southhampton, England	BSA
2.	101	Freddy Edwards, Riverside, Calif.	Yamaha
3.	53	Charles Seale, Daytona Beach, Fla.	H-D
4.	49	Dennis Schoenfeld, Houston, Texas	H-D

First Semi - 8 laps Time: 2:42.23

1.	2	Dick Mann, San Francisco, Calif.	Ossa
2.	4	Bart Markel, Flint, Mich.	H-D
3.	78	Barry Briggs, Southhampton, England	BSA
4.	11N	Gordon Duzenberry, Wichita, Kan.	Yamaha

Second Semi - 8 laps Time: 2:44.15

1.	38	Chuck Palmgren, Baltimore, Md.	Yamaha
2.	55	Roger Reiman, Kewanee, Ill.	H-D
3.	31	Jim Maness, Augusta, Ga.	H-D
4.	45	Dan Berry, St. Petersburg, Fla.	Yamaha

Consolation - 6 laps Time: 2:06.0

1.	56D	Bill Hinson, Jacksonville, Fla.	Yamaha
2.	80E	Bob Maiers, Lansing, Mich.	H-D
3.	63	Robin Martin, Orchard Lake, Mich.	Yamaha
4.	26L	Charles Curtis, Jackson, Miss.	Honda

Feature - 10 laps Time: 3:22.68

1.	2	Dick Mann, San Francisco, Calif.	Ossa
2.	38	Chuck Palmgren, Baltimore, Md.	Yamaha
3.	4	Bart Markel, Flint, Mich.	H-D
4.	11N	Gordon Duzenberry, Wichita, Kan.	Yamaha

Qualifying Record - 19.68 seconds

1.	78	Barry Briggs, Southhampton, England	BSA

250cc, 100 Mile

Pos.	No.	Rider and Home	MACHINE
1	5	Yvon duHamel, Montreal, Can.	Yamaha
2	97	Ron Pierce, Bakersfield, Calif.	Yamaha
3	27	Ron Gould, Oxfordshire, England	Yamaha
4	25	Calvin Rayborn, Spring Valley, Cal.	Kawasaki
5	17	Mike Duff, Toronto, Ont. Can.	Yamaha
6	41	P.M. Kellond, Vancouver, Can.	Yamaha
7	111	Don Vesco, LaMesa, Calif.	Yamaha
8	191	Frank Camillieri, Chelsea, Mass.	Yamaha
9	99	Walter Fulton III, Hacienda Hts., Cal.	Kawasaki
10	21	Robert Winters, Ft. Smith, Ark.	Yamaha
11	26	Takeshi Araoka, Santa Ana, Cal.	Kawasaki
12	16	Dick Hammer, South Gate, Calif.	Kawasaki
13	15	Ralph White, Torrance, Calif.	Yamaha
14	138	Ronald Muir, Dowell, Ill.	Yamaha
15	34	Dick Newell, Sand Springs, Okla.	Yamaha
16	10	Tom Rockwood, Gardena, Calif.	Yamaha
17	71	Art Baumann, Brisbane, Calif.	Kawasaki
18	48	Tom Coopey, Pt. Coquitlam, Can.	Yamaha
19	62	Ken Molyneux, Vancouver, Can.	Yamaha
20	74	David Scott, Daly City, Calif.	Yamaha
21	39	George Loveless, Akron, Ohio	Yamaha
22	85	Joe Messaros, Lynchburg, Ohio	Kawasaki
23	130	Keith Mashburn, Santa Susana, Cal.	Yamaha
24	185	James Allen, Toronto, Can.	Suzuki
25	91	Andres Lascoatz, Ashland, Mass.	Yamaha
26	109	James Adams, Lincoln, Neb.	Yamaha
27	169	Thomas Sisson, Morristown, Tenn.	Yamaha
28	88	Andreas Georgeades, Brampton, Can.	Yamaha
29	116	James Kersting, North Judson, Ind.	Kawasaki
30	134	Gary Landry, Baton Rouge, La.	H-D
31	1	Gary Nixon, Baltimore, Md.	Yamaha
32	103	Dan Deubler, Sioux Falls, S.D.	Bultaco
33	57	Bob Bulmer, Morrice, Mich.	Honda
34	176	R.G. Wakefield, Indianapolis, Ind.	Yamaha
35	93	W. T. Rufner, Ft. Worth, Tex.	Yamaha
36	182	Larry Stone, DeLand, Fla.	Honda
37	105	Dave Simmonds, Goleta, Calif.	Kawasaki
38	121	Gordon Dusenbery, Atlanta, Ga.	Yamaha
39	46	R. Jacques duPont, New Castle, Del.	Kawasaki
40	75	Richard Brase, Ft. Wayne, Ind.	Ossa
41	29	William Canfield, Albuquerque, N.M.	Suzuki
42	33	William Bloom, Annandale, Va.	Yamaha
43	161	Virgil Davenport, Irving, Tex.	Yamaha
44	120	Fred Richie, Joliet, Ill.	H-D
45	89	Tom Bowersox, So. Bend, Ind.	Yamaha
46	2	Dick Mann, Richmond, Calif.	Yamaha
47	148	William Ciszewski, Milwaukee, Wis.	Suzuki

Time of Race: 36 minutes, 23.47 seconds.
Average speed: 98.348 miles per hour. (No Record)
Race shortened due to rain (59.40 miles; from the originally scheduled 100.

LIONS DRAG STRIP Wilmington, Calif. March 16, 1969

By Dan Zeman

TOP BIKE	
Joe Smith	9.70–155.97 H-D
RUNNER UP	
Bruce Miller	10.74–141.73 H-D
TOP GAS	
Carl Morrow	11.06–120.32 H-D
TOP MODIFIED	
Drag Bike Engineering	11.17–123.69 H-D
TOP STREET	
Ed McDonald	12.36–110.02 H-D
STREET	
AA–Ed McDonald	12.36–110.02 H-D
A–John Willhite	13.28– 96.23 H-D
B–Jonovich	13.05–102.97 Nor
C–Bob Nelson	12.85–103.56 Kaw
D–Roy Ayres	14.71– 83.00 Suz
E–Larry Wakatsuki	16.65– 78.60 Suz
F–Rob Purves	18.81– 65.45 Hon
MODIFIED	
AA–Drag Bike Eng.	11.17–123.69 H-D
C–Jack Murphy	12.76–106.87 Kaw
D–Robert Alford	14.01– 93.94 Yam
E–Tom Petry	12.28–107.28 Suz
F–Donna Malcomson	14.78– 85.14 Bri
GAS	
A – Carl Morrow	11.06–120.32 H-D
C – Mike Cash	11.87–111.11 Suz
E – Charlie Cash	– – Suz
F – Jerry Ramer	15.57– 74.38 Kaw

PROSPECTOR M.C. HARE SCRAMBLES 3/16/69

By Dick Wright

OVERALL FINISHERS		
1. Mike Patrick	250 Ex	Yam
2. James Martino	500 Ex	Hus
3. George Walker	500 Ex	Hus
4. Bruce Dunford	250 Ex	Hus
5. Howard Utsey	500 Ex	C-Z
6. Ron Wilson	250 Am	Hus
7. Dave Lewis	500 Ex	Gre
8. Jim Dorman	Op Ed	Tri
9. Lynn Fortner	500 Ex	Mai
10. Glen Thomas	250 Ex	Hus
11. Mike Burk	Op Ex	Tri
12. Mickey Freeney	500 Am	Gre
13. Steve Hurd	250 Ex	Kaw
14. Dick Dean	500 Ex	Gre
15. Larry Bergquist	250 Ex	Bul
16. R. Alexander	250 Am	Bul
17. Don Bohannan	Op Ex	Ric
18. R. Payton	250 Nov	Yam
19. Rich Shirey	500 Nov	Bul
20. Steve Lapraik	500 Am	Hus
21. Tim Smith	500 Ex	Mon
22. J. Bailey	250 Ex	Yam
23. George Zugar	250 Ex	Yam
24. S. Barrett	500 Nov	Hus
25. C. Hermansen	250 Ex	Bul
26. Eric Jenson	1st 125cc	Sac

TRAIL BIKES		
1. Claus Nelson	Ex	Pen
2. Gene Cannady	Ex	Hod
3. Wes Anderson Jr.	Ex	H-D
4. Jeff Wright	Ex	Hod
5. John Coots	Ex	Pen
6. Bob McLaughlin	Ex	Sac
7. Randy Klassen	Am	Sac
8. Jim Ward	Nov	Hod
9. Ian Drake	Ex	Hod
10. Steve Fortner	Nov	Hod
11. Mark Wilson	Nov	V-T
12. Steve Goldberg	Nov	Hod
13. Allen Peppel	Am	Hod
14. Ken Duckspan	Nov	Hod
15. Bruce Rothenberger	Nov	Hod

A.C.A. MOTOCROSS
Saddleback Park, Cal.
March 16, 1969

100cc SPORTSMAN
Joe Ambrose Suz
Don Emler Suz
Frank Rowe Hod
Gary Snyder Bri
Tom Litton Sac
Mark Rick Hod
Chuck Stackwell Hod
Gay Terry Hod
Rick Hammel Yam
H. Mendenhall Hod
Jim Hart Sac
Jim Ridosh Sac
Danny Brooks Yam
K. Mortenson Hod
Jack Miller Hod
Steve Swett Yam
Steve Feld Hod

100cc SENIOR
Tom Hoyle Hod
Dan Etheridge Hod
Jeff Creager Hod

125cc SPORTSMAN
Richard Foshay Sac
Bob Vacca Bul
Ben Harwell Bul
Rueben Benites Pen
Erich Smith Kaw
Carroll Skov Pen
Wm. Howell Pen
R. Mulholland Kaw

125cc SENIOR
Gary Bailey Pen
Norm Benham Yam
Walt Axthelm Sac
Mike Runyard Sac
E.C. Birt Kaw

250cc SPORTSMAN
Mark Blackwell Yam
Mike Pera C-Z
Bill Gomen Oss
Joe Parker Mai
Phil Mailloux Yam
Rick Hobbs Yam
Richard O'Neil Yam
Rick Hall Yam
Dave Moran Mon
Jim Le Blanc Hus
Steve Bell Hus
Aaron Martenson Bul
Ty Swader Bul
Robert Millner Yam
Willard Fletcher Yam
Larry Lee Am Eag
Owen Moon Bul
Scott Henson Yam
David Massey Yam
Howard Markham Bul
Sterling West Yam
Gene Woods Yam

250cc SENIOR
Gary Bailey Gre
Tim Hart C-Z
Arvin Cox Yam
Greg Smith Mai
Ron Fry Hus
Bob Kulek Hus

350cc SPORTSMAN
Dick Frampton Bul

500cc SPORTSMAN
Steve Schneider Hus
Dudley Moran Mon
Rod Morrison Bul
Wally Gordon Mai
Larry Burns Mai
Bill Fahler Bul
Barry Weiss Hus
Richard Madriaga C-Z
Owen Hutchinson Mai
Curt Horst Hus
Bob Mortenson Mai
Jerry Blalock Bul
Elbert Drake Mai
Dave Smead Hus

OPEN SPORTSMAN
Bill Jones Tri
Jack Kell Tri

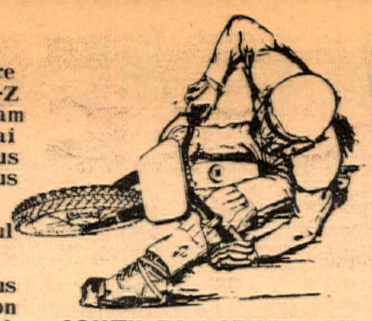
500cc SENIOR
Gary Bailey Gre
Gary Jones BSA
John Maynard Hus
Tim Hart Mon
Andre Pillon Rick
Don Jones BSA
Jim Ashworth C-Z

TRINITY TRAILSTERS ROUGH SCRAMBLES
Willow Creek, Cal.
March 9, 1969

By Tom Dilling

SPECIAL JUNIOR CLASS
Randy Fields Hon
Brack Zollo Hon
Dave Luzzi 0-100 Hod
Jerry Swaner Hod
Don McMorrow Hon
Vern Long Hon
Brian Lee 250 Yam
Jay Stradley Hus
Ray Crivello Bul
Dave Jackson Yam
Doug Stevens Bul
Tim Jacobsen Yam
Bill Christensen Bul
Jerry Steele Bul

251-OPEN
Dave Reynolds Tri
Ed Nielsen Hus
Burl Zollo Hus
Laymen Gattis Hus
John Morrison Hus
Glen Reed Hus



SOUTH BAY SPEEDWAY
MESA M.C. TT SCRAMB.
San Diego, Cal., 3-16-69
Official AMA Dist. 38
Championship Point Race

By Bill Harmer

POWDER PUFF
Shirley Newsom Hod
Carol Chiara Hod
Chris Fujikawa Bri

100cc NOV.
John Payne Bri
Sal Peluso Yam
Scott Duncan Hod

100cc EXPERT
Wayne Hosaka Hod
Jim McGuire Hod
Chuck Byers Hod

125cc NOVICE
Rich Hosaka Yam
Steve Tiefenbach Yam
Jim Casey —

200cc NOVICE
John Swinkor Bul
Tim Casey Bul
Dwayne Hall Kaw

250 NOVICE
John Herrett Kaw
Jack Sweeney Bul
Randy Cushman Bul

250cc EXPERT
Wayne Hosaka Kaw
Earl Barker Yam
Dick Mills Yam

OPEN NOVICE
Jim Chitwood Tri
W. Butterfield Mat
Bob Carson Tri

OPEN EXPERT
Myron Carter Tri
Jim Harmon Nor
Don Matthews BSA

SWEEPSTAKES
M. Carter 650cc Tri
Jim Harmon 750cc Nor
Jack Sweeney 250cc Bul

FOUR ACES TT SCRAMB.
Perris, Cal., Mar. 16, 1969

By Maureen Lee

50cc NOVICE MOTO
Jack Dannenburg (Disq) Yam
Hondo Long Hon
Paul Taylor Hon
John Colombero Hon
Slade Long Hon

50cc AM./EX. M
Jay Lewis Yam
Steve Herrera Hon
Gary Caldwell (Disq) Yam

100cc NOVICE MAIN
Doug Mason Yam
Ed Steffen Yam
Larry Shaw Hod
Rich Sanders Bul
Greg Wickam Suz

100cc AMATEUR MOTO
Charles McKee Hod
Bob Fravenberger Suz
Al Summers Hon
Sheila Talbot Hon
Larry Hammons Hon

100cc EXPERT MOTO
Richard Sweaney Kaw
Steve Nichols Yam
Danny Hockie Hod
Linus Beal Bri
Gary Scott Hod

125-200 AM./EX. MAIN
Roy Griffing Bul
Lee Barnes Yam
Bruce Kissack Kaw
Jim Doron Pen
Jim Howerton Hon

250cc NOVICE MAIN
D. Mason Yam
B. Greenstreet Bul
T. Hochgeshing Bul
R. Richardson Yam
P. White Yam

250cc AMATEUR MAIN
R. Talbot H-D
F. Rispin Bul
B. Fravenburger Bul
Loyal Penn Bul
C. Brunson Bul

250cc EXPERT MOTO
David Aldana Oss
Larry Taylor Bul
P. Glines Bul
V. Graves Bul
Danny Hockie Oss

350cc NOVICE MOTO
Jim Boothe Bul
Dave Diaz BSA
Bruce Yokum Hon
Rich Gino Duc

500 NOVICE MAIN
E. Becker AJS
B. Smith BSA
D. Hedges Mon
S. Crooks Mai
J. Bommarito Mat

350-500 AMATEUR MOTO
C. Brunson Bul
Rick Marquis Hon
Bob Ward BSA
Roy Griffing Bul
Ken Neal Bul
Gene Lee Gre

350-500 EXPERT MOTO
Sandy Armstrong C-Z
John Rice Hon
Ray Nichols Mai
Dwight Harlow BSA
Don Ogilvie BSA

OPEN NOVICE MOTO
Jack Boal Tri
Gary McKeon Tri
Al Smith BSA
Dave Sain Tri
Gary Grayson Tri

OPEN AMATEUR MOTO
G. LaFortune Tri
L. Blum Tri
T. Simpson Tri
J. West Tri
J. Kavanugh Tri

OPEN EXPERT MOTO
Terry Dorsch Tri
Don Dudek Tri
Chuck McIntosh Tri
Dick Allen Tri
Mike Carver BSA
Roy Wallis Tri

SIDEHACK MOTO
Bingham/Wade H-D
Pettus/Fisher H-D
Roesch/Senecial H-D

TT TROJAN SPEEDWAY
South Gate, Cal.
March 7, 1969

100cc
Gary Bailey, 1st Sr. Hod
Jimmy Raymond, 2nd Sr. Suz
Larry Stone, 1st Jr. Hod
Linus Beall, 2nd Jr. Bri
Greg Cunningham, 2nd Jr Yam

250cc
Marion Gregson, 1st Jr. Yam
Bryon Spinks, 1st Sr. Yam
Eric Olson, 2nd Jr. Yam
Gary Bailey, 2nd Sr. Pen
Irwin Moon, 3rd Sr. Bod

TROPHY DASH
Gary Bailey Hod
Bryon Spinks Yam

ELSINORE RACEWAY
Elsinore, Calif.
March 15, 1969

1st NOV. MAIN
G. Wickam Suz
G. Kirkendoll Suz
S. Mudd Yam

2nd NOV. MAIN
B. Dobbs Suz
E. Barnes Yam
S. Hoffee Hod

200 NOV.
G. Jarman Tri
L. Barnes Yam
R. McLeod

250 NOVICE
L. Bochkay Yam
T. White Yam
B. Patten Bul

500 NOVICE
D. Luna BSA
B. Smith BSA
S. Lowell Mon

OPEN NOV.
D. Luna BSA
A. Smith BSA
J. Skates BSA

100 EXPERT
D. Hopkins Suz
T. McKee Hod
G. Wickam Suz

250cc EXPERT
D. Aldana Oss
J. West Bul
V. Hannon Kaw

OPEN EXPERT
T. LaFortune Tri
J. West Tri
R. Armstrong Tri

SPECIAL EXPERT
V. Hannon Kaw
B. Bartels H-D

SWEEPSTAKES
D. Aldana Oss

TRINITY TRAILSTERS SERIES STANDINGS AS OF MARCH 9, 1969
Eureka, Calif.

1. Brian Lee Yam
2. Dave Luzzi Hod
3. Don McMorrow Hon
4. Ray Crivello Bul
5. Jay Stradley Hus
6. Dave Jackson Yam
7. Burl Zollo Hus
8. Gene Harpe Mai
9. Jerry Swaner Hod
10. Dave Reynolds Tri

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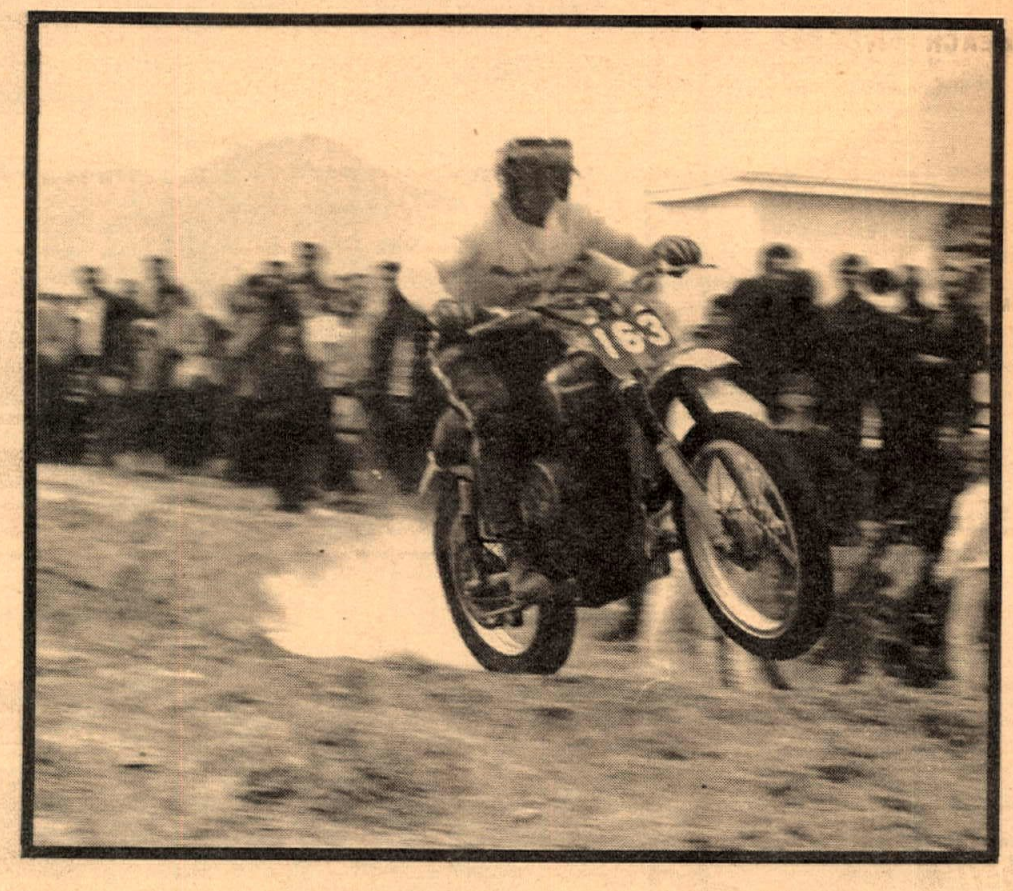
Sandblasters - Hare & Hound
20th Annual Alligator Enduro
Stone Mountain National Enduro



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500cc Expert Class
1st James Martino – Husqvarna
2nd George Walker – Husqvarna
250cc Amateur Class
1st Ron Wilson – Husqvarna

Sandblasters M.C. – 3/9/69
500cc Expert Class
1st Gary Conrad – Husqvarna
2nd James Martino – Husqvarna
500cc Amateur Class
1st Chuck Curnett – Husqvarna

Stone Mountain, Ga. – 3/9/69
Class A (251 – 500cc)
1st John Penton – Husqvarna
3rd Larry Sells – Husqvarna
Class B (251 – 500cc)
1st Gene Ritche – Husqvarna

Daytona Beach, Fla. – 3/13/69
OVERALL WINNER
John Penton – Husqvarna
Class A (201 – 350cc)
Robert Towne – Husqvarna

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Gary Bailey avoids traffic jams by flying out front.

SADDLEBACK:

BAILEY BESTS THE BUNCH

By John Shedd

SADDLEBACK PARK, Calif. – Ironman Gary Bailey was in good form Sunday at the ACA moto-cross. He completely annihilated the competition in the three senior classes, by making a clean sweep of every moto.

Over 200 riders turned out for the Saddleback event. It was a beautiful warm day with blue skies, and it was, without a doubt, the best racing day this year. The heavy seasonal rains played havoc with much of the course, so it had to be changed drastically for the race. Much of the back section was taken out, and a very fast course resulted. Muck and mud was still around in some spots. A couple of corners were hard packed with marbles on top, and some ruts developed that were so deep you could only wonder if the riders' pegs would clear.

Each of the six classes ran two 30 minute motos, with the 125cc class starting the action at 12 o'clock.

Tom Rapp, on his Bultaco bomb, was the early leader in the first 125cc moto, and it appeared that Penton pusher, Gary Bailey, would have his work cut out for him. Walt Axthlem was also a front runner, but he tangled with a jr. rider he was lapping and both crashed. Rapp lost first and fourth gear, and the invincible Bailey surged into the lead. Rapp's two-gear problem was too much for the engine, and he had to retire to the pits. Norm Benham, who was riding the only 100cc in the class, took over second.

Bailey had problems on the last lap, but his insurmountable lead allowed him time to push his scooter past the checkered flag.

The second moto was a Bailey production all the way. He led from start to finish and earned his first trophy of the day.

Bailey won the first leg of the 250cc class with ease, but in the second moto, he pulled a faux pas that would have cost a lesser rider the race. He forgot to turn on the gas. By the time he got his Greeves underway again, he was far behind the last place man, and the leader, Tim Hart, had his CZ half a lap ahead. On lap four, Bailey had Tim Hart behind him and the checkered flag in his eye.

Gary's competition in the 500 class was somewhat tougher. In both motos, he had to come from behind to capture the number one spot from Victor veteran, Chuck (Feets) Minert. Bailey won both motos.

But the best racing was between seasoned racer, Minert and a first year senior, Tom Rapp on a Maico. Minert had his hands full as young Rapp was constantly rapping on his tail and trying to pass. Finally Tom made his bid and pulled ahead, only to seize his engine and push to the pits for the second time of the day.

Even with the 12 o'clock start, Wes Cooley's organization ran things so expertly that the last event was over by 5:30, and Gary Bailey was headed home with half of the day's first place gold.

(Results on page 20)

No, it's not an accident about to happen, it's Mike Pera (left) 2nd in the 250cc Sportsman, and Tim Hart (right) in the 500 Sr. trying to keep 'em on the ground.

Hunching over the handlebars out of gear, riders salute the starter before grabbing those clutches.

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Ruben Benites (27) leads Bailey out of the Big Dipper briefly in the combined 125 class, both Penton mounted.

Bailey again, taking the lead from Tim Hart (CZ) in the 250 Saddleback Senior.

Chuck (11) Minert is on his way to England to ride BSA (See Cooley's Column).

Sacramento Raceway Opens

Flat track motorcycle races returned to Sacramento Raceway on Sunday, March 23. Fort Sutter and Sacramento Trackers motorcycle clubs will present 26 races from March through October. The next races are scheduled for March 30th and Sunday, April 6th. Regular Saturday night races will begin in May.

Plans to develop a shorter, cushion track inside of last year's 1/5 mile oval were hampered by the weather and so the initial races will be run on the larger track. Work is underway and the shorter track should be ready by the May events.

Sunday's races will be honoring Encina High, Cordova High, La Sierra High, and Bella Vista High schools. Student body cards from these high schools will allow the students to enter the races for half price. Sacramento Raceway is located on Excelsior Road between the Jackson Highway and Mather Air Force Base. Practice and signups will start at 9:00 a.m. with the first races scheduled at 12:30 p.m. Admission prices are $1.50 for adults, $1.00 for students with high school student body cards, and children under 12 are admitted free.

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2 Lennar Dahlen, Husqvarna

3 Sten Lundin (ex-World Champion), Monark

JUNIOR CLASS

1 Borje Kvist, MONTESA CAPPRA GP

2 Ynge Ekeberg, Husqvarna

3 Hans Vigenfelt, Husqvarna

250cc CLASS

1 Lennar Nordstrom, MONTESA CAPPRA GP

2 Gote Brunnberg, Husqvarna

3 Lennar Michanek, Husqvarna

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4 Aces TT Scrambles

By Maureen Lee

1st, 2nd, & 3rd place winners of the 100cc Expert Motos Richard Sweaney (8x), Steve Nichols (2x), & Danny Hockie (17x), hit the first turn in tight formation. That's how keen the competition was throughout the racing.

PERRIS, Calif. March 16, 1969. After all the heavy rain, the Perris track has changed a bit. Although the surface held up well in spite of all the damage, riders found themselves doing a few things differently. Those who didn't heed Jeff Smith's advice to "always walk a track prior to riding on it" found ourselves locking it up first lap of practice when we abruptly found out the "teacup" wasn't there any more and we had to turn left a lot faster than before. Wheeee!

Track owner Jerry Burton said wearily, "I'll be alright if it doesn't rain anymore, but three times that mountain has slid on the track and the infield has moved over to the jump and three times I've pushed it back. I'm tired!" This may even improve the surface for the year. The layers of earth have certainly been re-arranged, courtesy of Mother Nature!

The hosting Four-Aces ran a respectable race but like with everything else there were some bad things mixed with the good. A gang of people were unhappy about not being able to park in the infield and two riders told this reporter that if that's going to be a rule they won't ride Perris anymore. They consider the regular pit area to be unsafe to park in because of "pit racers." We say amen.

It was BAD. You're getting ready for a race and darn near get nailed by the little squirrels running around on trail bikes and minis, not to mention some of the racers who couldn't wait to get on the track to gas it.

Trucks were kept out of the infield as a safety measure, but the pits weren't properly policed and neither were the local canines when one trotted across the track during the 500 Expert! We guarantee both dog and riders have a few extra grey hairs!

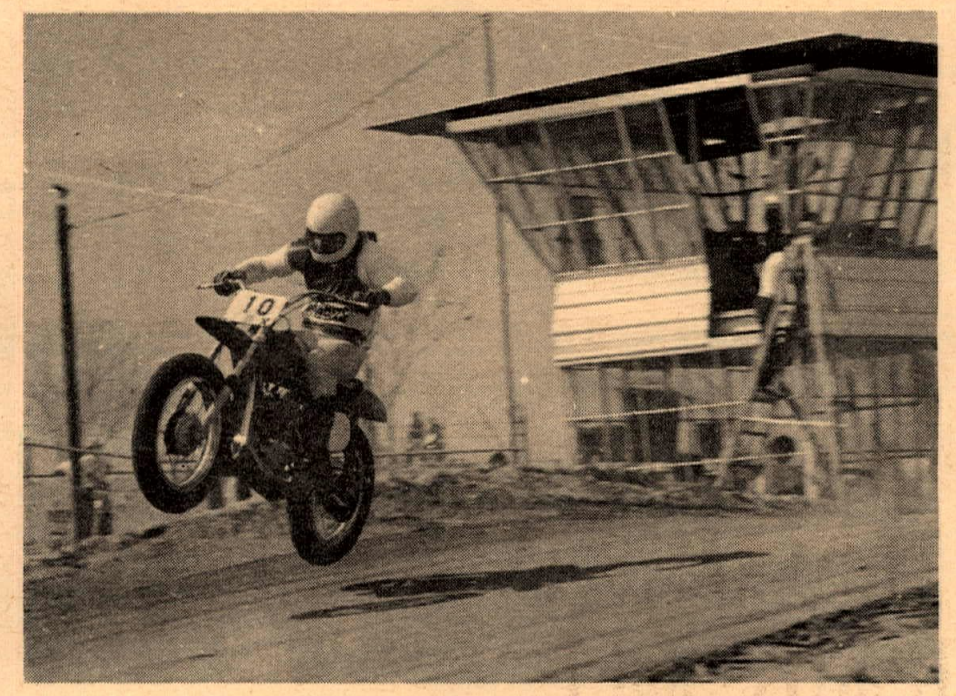
The good things outweighed the bad. The club had an excellent system worked out for controlling practice and lining up heats that should be adopted by other clubs. They also had a chap stationed on the rock and after each heat (we all ran the long course) he would signal the starter when the course was clear. The starters were good too, especially Tex Meyers, but he's been practicing for twenty years! Funniest thing was the club referee getting mad, throwing his club colors down and quitting, but the rest of the club still kept an eye on the cheaters and disqualified some.

The Racing Bit

A nice group of hacks showed up, with Bingham and Wade winning after some hairy action. Their sponsor, Ventura County Harley-Davidson, can be proud of 'em...Ernie Aragon made an appearance with his Montesa hack and his two youngsters Don and Pam had a Hodaka hack that was real groovy...he asks if anyone is interested in creating a 100cc hack class?...the 50's had two disqualifications for bike sharing with Hondo Long the Novice winner and Jay Lewis the Expert...Richard Sweaney again did in the 100 Experts with that little Kawasaki... most of that class are equal in riding ability but the 'Saki just has a few more beans down the straight...David Aldana and Larry Taylor had a good one going in the 250 Expert class with a win each and Aldana taking the third one and including some wheelies down the straight for the fans...the sound of an "Ay-Jay" was heard in the land when Ed Becker won the 500 Novice Main on one...Glen Brunson had a good day with a fifth in the 250 class and a win in the 500 Amateur on his 'Bul's but Rick Marquis wasn't far behind and it won't be long before these two are up in the Expert class...Sandy Armstrong and his CZ did 'em in in the 500 Expert...John Rice tried but couldn't keep up with that flying Cee-Zed and almost lost his second place to Maico rider Ray Nichols...Sandy, you might remember was the chap who went swimming in the Ascot pond a couple of TT's ago... Terry Dorsch and Don Dudek fought it out for the Open Expert with Terry winning what will probably be his last race in a long time...Uncle Sam has sent him "Greetings".

(Results on page 20)

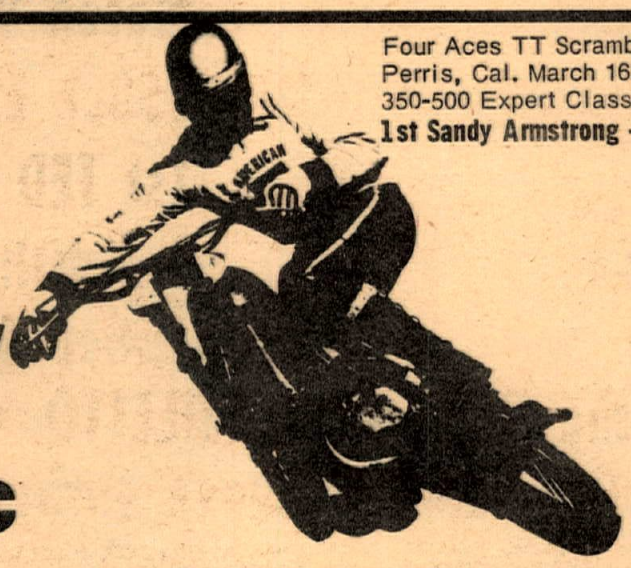
Don't ask how, but the order reversed somewhere along the way with final positions of teams Bingham/Wade (13) 1st, Pettus/Fisher (42) 2nd, and Roesch/Senecial (7) 3rd.



250 Expert Larry Taylor (10x) looks like he just got permission from the tower to go airborne.

JAWA

Four Aces TT Scrambles
Perris, Cal. March 16, 1969
350-500 Expert Class
1st Sandy Armstrong – C-Z



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February 16, 1969
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MIKE WILSON - OSSA
250cc Pioneer Enduro

TT SCRAMBLES (Perris, Cal.)
March 16, 1969
250cc Expert Class
1st DAVE ALDANA - OSSA
250cc Stiletto

TT SCRAMBLES (Elsinore , Cal.)
March 9, 1969
250cc Expert Class
1st TED LONGWITH - OSSA
3rd JON LINDEBERG - OSSA
250cc Stiletto

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The Sinners Perris Scrambles

By Maureen Lee

Larry (10x) Taylor, Willie (36x) Hockie Jr. and Dave (6x) Aldana fight for the spot in turn one.

John (1) Rice leads this pack of 500 experts while some body-bashing takes place back there.

SINNERS M.C.
TT SCRAMBLES
Perris, Cal., Mar. 23, 1969

By Maureen Lee

50cc COMBINED MOTO

Jay Lewis	Suz
Tom Farrell	Hon
Gary Caldwell	Suz
Phil McDonald	Yam
Paul Taylor	Hon

POWDER PUFF MOTO

Eulene Long	Hod
Sharon Wolfe	Bul
Diane Connolly	Hod
Debbie Sanders	Kaw
Maureen Lee	Hod

100cc NOVICE MAIN

Doug Mason	Kaw
Rich Kouns	Hon
Scott Sivadge	Suz
Glen Barrett	Hod
Dean Preston	Bul

100cc AMATEUR MOTO

Troy McKee	Hod
Bob Frauenberger	Suz
Kirk Redding	Bri
Bruce Luga	Kaw
Mike Dakey	Hon

100cc EXPERT MOTO

Steve Nichols	Yam
Richard Sweaney	Kaw
Danny Hockie	Hod
Gary Mikendoll	Suz
Dale Hopkins	Suz

125-175cc COMB. MOTO

Bob Archer	Hon
Bruce Kissack	Kaw
Steve Rispen	Yam
Linus Beall	Bri
Rick Toberoff	Hon
Don Kissack	Kaw

200cc AM./EX. MOTO

Roy Griffing	Bul
Bob Saunders	Bul
Arthur Carter	Bul
Don Cook	Bul
Willie Carter	Bul

250cc NOVICE MAIN

Doug Mason	Yam
Tony Hochgesang	Bul
Wayne Whisenant	Yam
Bob Speier	Oss
Bob Greenstreet	Bul

250cc AMATEUR MAIN

Bob Frauenberger	Bul
Edward Shinault	Hus
Rick Talbot	H-D
Glen Brunson	Bul
Jack Holt	Gre

250cc EXPERT MOTO

David Aldana	Oss
Larry Taylor	Bul
Willie Hockie, Jr.	Oss
Danny Hockie	Oss
Eric Olesen	Yam

350cc NOVICE MOTO

C.W. McIntosh	Hon
Jim Gresham	Bul
David Rick	Duc
Carroll Heiland	Yam
David Diaz	BSA
Jim Boothe	Bul

500cc NOVICE MOTO

Bob Baker	BSA
Ed Becker	AJS
David McMahon	BSA
Roger Eckles	Tri
Mike Mackbee	Met

500cc AMATEUR MOTO

Chuck Wheat	Mai
Glen Brunson	Bul
Ron Izard	Mai
Bob Tondro	Bul
David Bastian	Mat

500cc EXPERT MOTO

Chuck Minert	BSA
John Rice	Hon
Sandy Armstrong	C-Z
Ray Nichols	Mai
Dwight Harlow	BSA

OPEN NOVICE MAIN

Art Amarillas	Tri
Dave Brandt	BSA
Allan Smith	BSA
Gary McKeon	Tri
Robert DeSharo	Tri

OPEN AMATEUR MAIN

Tom LaFortune	Tri
Buddy Carter	Tri
Mike Boal	Tri
Jim West	Tri
Ron McDaniels	Tri
Ron Bode	Tri

OPEN EXPERT MOTO

Terry Dorsch	Tri
Don Dudek	Tri
Chuck McIntosh	Tri
Mike Posey	Tri
Terry Morairty	

PERRIS, Calif. March 23, 1969 – The Sinners didn't sin at Perris Sunday, they threw one heck of a good scrambles, and racing was marvelous.

There was darn near a good one in the Open Novice. Jack Boal on his Triumph came flying into the rock turn behind Allan Smith, BSA, got the gate shut on him and jammed into the rear of Smith's machine. Jack went over the handlebars while his Triumph did a bit of a Watusi and Smith, going wide, was able to continue. We're happy to report that Jack walked away, although his bike's front end ain't what it used to be!

Chuck Minert won the 500 Expert class on a BSA engine prepared by Gene Myers for Barry Briggs to ride at the Astrodome and it flat hauled! John Rice (Honda) and Sandy Armstrong (C-Z) both gave it a go but they couldn't catch the flying Feets. 500cc Amateur class went to young Chuck Wheat (Maico) who really put in a good ride to earn his trophy. Glen Brunson (Bultaco) and Ron Izzard (Maico) made a good threesome to watch but Izzard didn't finish the third moto and Wheat was able to pass Brunson in the gravel pit to win.

Tom LaFortune and Buddy Carter resumed their battle for domination of the Open Amateur. Carter won his heat over LaFortune but tables were turned in the Main. Just wait til these two get to be Experts!

Ossa's favorite child David Aldana won the 250 Expert class with ease but Larry Taylor (Bultaco) had all stops pulled and marked this class as the one to watch throughout the year.

Bob Frauenberger and Loyal Penn were the shoes in the 250 Amateur. They flat went at it in their heat and re-newed the battle in the main until Loyal's Yamaha stuck, ending his chances and it was Husky rider Ed Shinault who took second.

Open Experts still had to contend with Terry Dorsch. Seems the service didn't need him after all, so he's going to be around for a while. Chuck McIntosh really flew, as did Mike Posey and Don Dudek. Dudek over-cooked it on the clubhouse turn on the first moto and vanished over the bank in great style but returned for the next two heats to really fly. Dorsh has one advantage that some of the others in that class don't have, he never gets tired!

In the tiddler division, Steve Nichols was the star on a very fast Yamaha when he blew off Richard Sweaney's Kawasaki. Sweaney, who has been winning quite constantly, just couldn't keep up with the young K & N rider but Steve had made up his mind that he would do the job this Sunday and he did.

Altogether it was a good day, and we'll comment more on it in our next week's column. See you at the Viewfinders G.P. this weekend!

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CMC CARLSBAD CAPER

Tim Hart (Mon.) up and over in good form with streamers flying.

CARLSBAD, Calif., March 23 – The rain gone and the sun out, to stay we hope, CMC found itself flooded with post entries as 150 or more eager motocross riders turned out to try their new course. The riders meeting had a little more to it than usual as Stu Peters informed the riders of their chances of a trip to England for the winner of the up coming motocross series at Carlsbad and Saddleback. The winner to spend 21 days in England riding in three races with tickets to the World Speedway Championships.

Larsen Cops Three Classes

Lars Larsson soon found the new course to his liking, winning the 125 expert on the Penton he distributes, the 250 expert and 500 expert on his tried and true Husky. Larsson was not having it easy though with Tom Rapp (Bul) pushing all the way in the 125 class and Mike Runyard (Sachs) a close third. The 250 may have been a different story as Jim Wilson (Greeves) got Lars in the first moto only to retire in the 500 go, the hard way end-over-end (nothing serious, just some sore spots). The other motos saw Tim Hart (C-Z) and Bob Kulek (Husky) give chase with Kulek showing Lars the way for the better part of the 3rd motos.

The 500 expert go was no pushover either. With Wilson out, Gary Jones (BSA) took up the challenge. Finding a faster line through the ooze, Gary put his BSA through its paces only to get off in the last moto, giving Bob Kulek (Husky) second and settling for third. Tom Rapp, an early challenger, came away considering a new Bell Star as a match for steel fence posts. Tom came out minus some skin.

Husqvarna rider Bob Kulek off the board bridge in style that left Lars Larsson playing catch-up.

Juniors Lookin' Good

The fast-improving Junior riders may be giving chase to the experts and running hot on their heels. There's a number of real hot young riders coming out of this year's Junior riders. Sharpen your edges experts.

Goldberg A Cherry Picker?

Young Steve Goldbergs (Hodaka) down to Carlsbad for the first time, took all three motos in the 125 Jr. class with Mike Tripes (Penton) fighting off Jim Boldte (Hodaka) for second. The 250 Juniors turned out in force running two flights, the first a real battle between Pat McGuire (Husky) and Mike Blackwell (Yamaha) McGuire winning the first moto as Blackwell had trouble on the hill, finished second overall even though he won the 2nd and 3rd motos. 14-year-old Billy Urban (Husky) looked real good in his new effort, the 250 class.

The 2nd flight found Bill Goman (Ossa) sweeping the first 2 motos and having a little trouble in the third with Mike Pera (C-Z) winning. Bill still got the overall win, with Chuck Lunde (C-Z) in third. Larry Burns (Maico) copped all three 500 jr. motos, not without determined bids by Paul DeBenedetti (Bul) and Gary Graham (American Eagle).

Next motocross is Saddleback April 6th and start of the series, with the trip to England at stake anything can happen. Lets all make the whole series and root our favorites on.

(Results on page 20)

DAYTONA

NOVICE SHORT TRACK

By Paul Cosner

DAYTONA BEACH, FLA. March 12 – Novice riders supplied a large measure of unexpected excitement at the Daytona Memorial Stadium short track opener on Wednesday night of Speed Week. California's Freddy Edwards thoroughly outclassed some of the nation's best beginners as he stored to four successive wins in a row.

The 3-star ($900) short track race was held in the hardwalled, sandy stadium under the lights. Rain sprinkles halved the usual overflow crowd, assuring a section of soggy bleachers for each and every optimist on hand.

As riders went out for eliminations to pare the field for the regular heats, it became obvious that the track was very tacky – perfect conditions for fast flying.

Edwards, riding a Yamaha built from borrowed parts after his engine blew in practice, managed top elimination time of 1 minute, 25.5 seconds. Right behind was Dick Haxton, Greenville, Miss. on a Bultaco at 1:27.56. One CZ rider who got off while holding down a second place, gave fans a preview of speedway to come as he played riding Barry Briggs-style around the circuit.

In the heats, Edwards was again tops on the Yamaha twin, with a 2:11.20 trip, followed by Pennsylvania's Gary Fisher at 2:11.36 and Dan Barry of St. Petersburg, Fla. with 2:11.36.

Riders were experiencing problems with a wickedly bumpy first turn which caused a number of spectacular cartwheels, handstands and other gymnastics.

Cracking the throttle even wider, Riverside's Edwards took the second semi and top time again at 2:57.82. First Semi went to Haxton.

The rain, which had been light but steady, was causing problems during the consolation races. Number plates were obscured and riders had difficulty keeping their face shields clear. To add to the trouble, the track was "slick as snot."

AMA officials worked against time to get the feature off before the track was inundated. Once again Yamaha and Freddy Edwards proved the winning combination. The California hotshoe toured the ten laps in a quick 3 minutes, 39.4 seconds. It only took him one lap to recover from a poor start and move from 5th to first position.

Berry and Haxton fought from flag to flag for second place before Berry's Yamaha managed the trick.

Results of Short Track AMA motorcycle Races
Wednesday, March 12, 1969 (Novice riders only)

First Heat

Pos.	No. and Home	
1	Gary Fisher, Parksburg, Pa.	Tri
2	Richard Haxton, Greenville, Miss.	Bul
3	Jim Paine, Waterloo, Iowa	Bul
4	Tom Powell, Jacksonville, Fla.	H -

Second Heat

1	Dan Berry, St. Petersburg, Fla.	Yam
2	Fred Deye, Toledo, Ohio	Bul
3	Rick Hawkins, Medina, Ohio	Bul
4	Jerry Fraleigh, Stowe, Ohio	Hon

Third Heat

1	Paul Pressgrove, Tecumseh, Kan.	Yam
2	Danny Spencer, Shreveport, La.	Bul
3	Gary Neely, Mexico, Mo.	Oss
4	John Gardner, Peoria, Ill.	H -

Fourth Heat

1	Freddy Edwards, Riverside, Calif.	Yam
2	Darryl Hurst, Houston, Texas	Oss
3	Dale Taylor, Lexington, Ky.	Tri
4	William Pace, Decatur, Ga.	Bul

First Semi

1	Richard Haxton, Greenville, Miss.	Bul
2	Jerry Fraleigh, Stowe, Ohio	Hon
3	Dan Berry, St. Petersburg, Fla.	Yam
4	Jim Paine, Waterloo, Iowa	Bul

Second Semi

1	Freddy Edwards, Riverside, Calif.	Yam
2	Danny Spencer, Shreveport, La.	Bul
3	William Pace, Decatur, Ga.	Bul
4	Paul Pressgrove, Tecumseh, Kan.	Yam

Consolation

1	Lee Bienz, Midland, Mich.	Tri
2	R. Cary Slaughter, Jacksonville,	H -
3	Robert Wright, Montgomery, Ala.	BSA
4	Donald Kline, Huxley, Iowa	Suz

Feature

1	Freddy Edwards, Riverside, Calif.	Yam
2	Dan Berry, St. Petersburg, Fla.	Yam
3	Richard Haxton, Greenville, Miss.	Bul
4	Danny Spencer, Shreveport, La.	Bul

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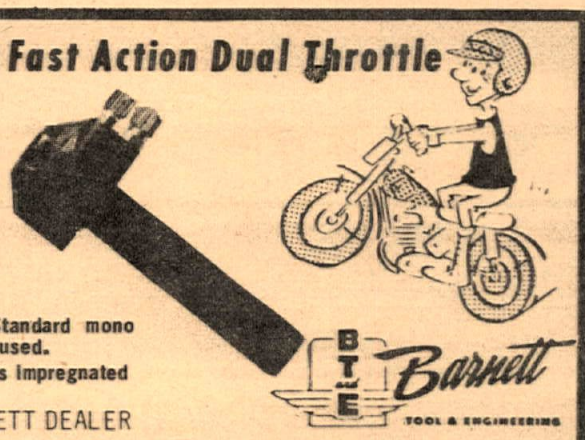

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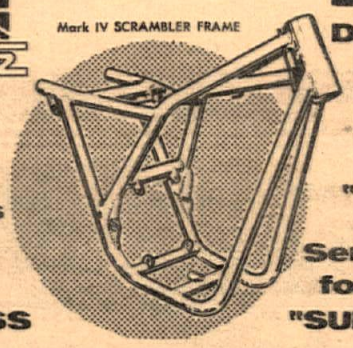

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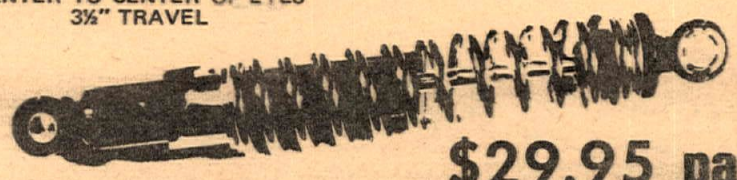

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1969 X4A Maico – 1968 Suzuki TM 250cc works. Call (213) 842-0962.

'66 DUCATI scrambler, Cerianis, new Dianna engine, clean, offer. (213) 833-4933.

1958 INTERNATIONAL Travelall, big 6, overdrive, new valves and rod bearings, 2 spare wheels with snow tires, extra seat, clean, runs good. $650. (213) 428-6397.

1966 TRIUMPH 650 – all set up for desert, Ceriani, skid plate, etc., super clean. Call days AN 8-8567 eve. (213) 332-0455 ask for Don $775.00.

1969 BANDIDO 360cc desert bars, 21" front wheel, zero miles. (213) 597-5806.

FOR SALE: Unit construction 500 Triumph engine, suitable for Metisse or Greeves chassis. Built up by Lem Corder. Ported, S&W valve springs, 9.5 to 1 pistons, 20 over, 1-3/16 carb, distributor ignition. Clutch and gearbox as new, zero time on engine. $350 firm. Joe Pyle, 9198 Greenback Lane, Orangevale (Sacramento) 95662. Ph. (916) 988-4725.

VETTER FAIRING for Kawasaki 250/350. Good shape $75. (213) 396-4149.

1966 HARLEY XLCH – stock cond., very good mechanically, good rubber. Must sell, make offer. Wes (714) 870-4487 mornings.

WAREHOUSE CLEARANCE SALE
Kawasaki-A1-low pipe Samurai – 12-Kawasaki-A1ss 250 high pipe – 28 Kawasaki – A7SS 350 high pipe 29. These are early 1969 models and do not have the C.D.I. ignition. But do carry Kawasakis. Regular 12 month or 1200 mile guarantee. We can not advertise price, but do guarantee tremendous savings. Selling for much less than Dealers cost – Contact any Kawasaki Dealer in Oregon, Washington, Alaska or Northern Idaho – Or call or write **JOE DOBBINS IMPORTS**—111 NE UNION AVE. TEL: **BE 2-3588** Kawasaki Distributor. Ore-Wash-Northern Idah-Alaska.

1966 DUCATI Diana – 250cc, 5-speed, 3500 miles $400.00 (213) 780-8052.

"65" GREEVES Challenger. "MX" fast, reliable, top shape $395 (213) 338-8687.

FREE...UPPER leathers. Cracked from lack of use. Soft satin lining. W. Wittick, 1682 N. Ave. 50, Eagle Rock, Cal. 90042.

'67 GREEVES Challenger. Cerianis, real clean $500.00 (213) 288-5789.

'66 BULTACO Sherpa. New Cerianis, new seat, new rear shocks. $450.00. (213) 430-6815.

Dec. 1968 SUZUKI 100 moto-cross. New barrel, piston, rings, etc. plus Magneto. Race ready. (213) 435-9218.

FOR SALE: 1967 Husky 250cc excellent condition $700.00. (213) 784-3529.

66 GREEVES less than ten hours on new engine, new paint, perfect condition $475 or best offer. (213) 323-1217.

"65" YAMAHA 80 – Maverick shocks, circle "I" sprocket, rake plate, expansion chamber, fork brace plus more. Fast, but very reliable $225. (714) 521-0827.

MOTORCYCLE SHOP
Sales and service for sale. Widow must sacrifice – must sell. Price $17,000 includes all parts, accessories, equipment and tools. Call (213) 444-5582 ask for Chuck.

360 BULTACO, many mods. 'including 21" wheel – see it. Eve's. (213) 861-8545.

8x10 PHOTO OF DAYTONA $2.50 each
Any photos in this issue plus many more write D-G-Studios, 6468 Long Beach Long Beach, Cal. 90805.

TRADE: Stock tank and seat from Honda CL350 scrambler for stock tank and seat from CB350 street model. Joe Hemmer, 2410 Capitol Ave., Sacramento 95816, ph. (916) 442-2613.

SINGLE RAIL Trailer $25.00. (213) 864-1680 Norwalk.

1968 GREEVES 250cc
Brand new engine, two plug head, water's skid plate, Bobby Jay air filter and extras, all for $600.00. Very fast and reliable. Took No. 4 in 1968. Call (714) 247-7694.

'67 PUR SANG engine, complete w/exp. chamber, new piston, comp. release, extra sprockets, fly wh/puller. Best offer or trade in part for 21" wheel. (415) 564-2572.

'67-1/2 HODAKA 100 – 5 speed, desert equipped, extended forks, chamber, 24 carb, Webco air filter, and much more. Fast, clean, reliable $800.00 invested $400.00 firm. (213) 348-6432.

Cycle News Survey

McQueen Company to Exhibit At S.F. Show

Movie star Steve McQueen has an interest in a company called Solar Plastics, Inc., manufacturer of motorcycle tanks and dune buggy bodies. The new line of products will be among those on display at the motorcycle show in Brooks Hall, San Francisco April 2 through 6. The public is invited.

RIDE AND WIN YOUR WAY TO ENGLAND

The high point rider of the Carlsbad-Saddleback Spring Series Moto-Cross Races will win a three week trip to England. To be eligible the winner must have ridden in at least four events. A Junior can win just as easily as an Expert. The series ends June 15, this year; the winner will be notified one week later. The winner will ride in the Trophy D'Nations supporting race in England on September 7, 1969, and on the 13th will visit the Wimbeldon World Speedway for the finals.

Several sponsors have said that a Greeves, Husqvarna, Maico, or an American Eagle will be available in England. An effort will be made to provide a works ride of the same make and type the winner is used to riding. Several Southern California enthusiasts have volunteered to donate funds for some of the expenses.

Benefit Raffle for Hard Luck Club

When the Crestline M.C. ran their recent enduro in Rialto, Cal. it was plagued by misfortune. The run itself was swell, giving new riders a taste of competition without frustration. But some rat stole the entry money from the signup trailer and so the club had no money to buy trophies for the winners. Naturally, friends of motorcycling rushed to help and a Benefit Raffle is being held to provide trophy funds for the club. First prize is a brand new 90cc Kawasaki motorcycle, donated by Dub Smith. Second through 15th prizes are winners choice of helmets, leather shirts, cases of oil and Cycle News subscriptions, donated by Webco, Hap Jones Distributing NPG Oil and this newspaper. Winning tickets may be purchased for $1 each by sending a check to Crestline Trophy Benefit, c/o Cycle News. The drawing will be held April 20 at Dub's M/C Sales in Rialto. Winner need not be present, you'll be notified.

Reed Valves OK, 5-Ports A No-No

Larry Powell expects nuclear explosion in the vicinity of District 37 when new of the AMA ban on extra porting hits the printed page. Powell, who engages in a little Do-motor work like making 5-ports out of popular 3-port two-stroke engines, wrote the AMA asking for a ruling on 5-porting and reed valves. Reeds are ok, came the answer from Jules Horky, but you can't make a 5-port out of a 3-port engine and race it legally in Sportsman competition, according to the 1969 Sportsmen Rule Book. Looks like you'll have to change those barrels, gentlemen.

MOTORCYCLES ARE MAKING THE MOVIES

A new batch of movies and tv series are in the process of remaking the motorcycle image in the U.S. This Wednesday evening ABC tv will show the first installment of "Marcus Wallaby, M.D." starring Robert Young in a story that features a young doctor who visits patients on his motorcycle. "I can get through traffic faster" he explains.

The contemporary side of motorcycle racing will be shown in the Paramount picture "Little Fauss and Big Halsy" which should be released this year.

Watch for a tv movie titled "Corporal Crocker" in your TV Guide. It's apparently based on our recently discontinued "Roamer" comic strip, judging by the story line.

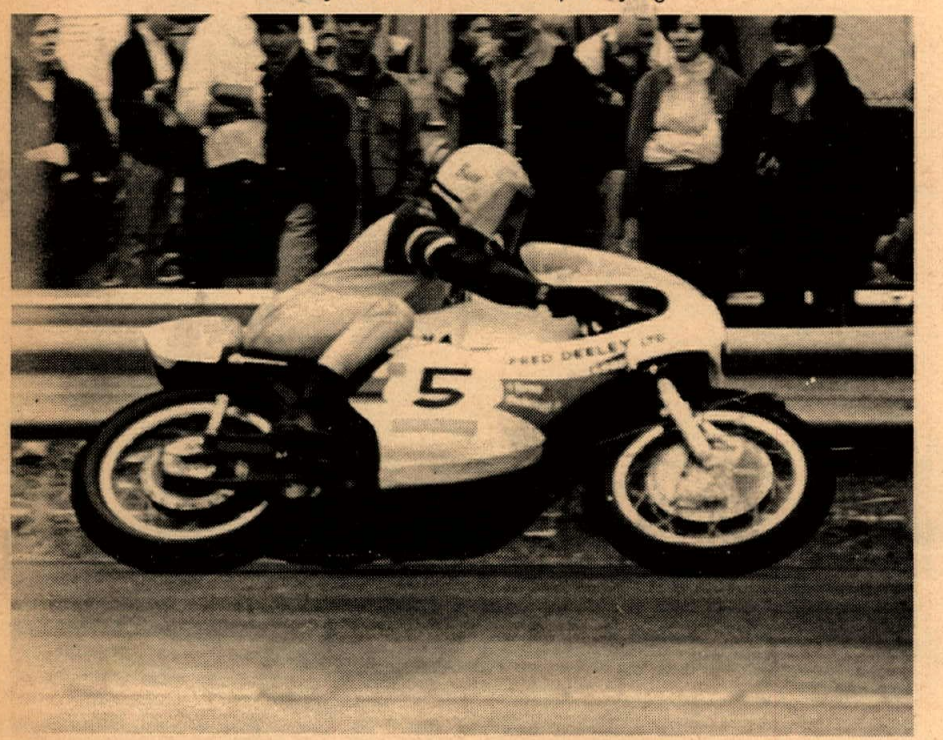
And Clyde Earl, a semi-professional moviemaker, is filming one called "The Sunday Racers" at events around Los Angeles, which may premier at the Cycle World Motorcycle Show in the local Sports Arena April 24th.

Motor Maids Aid Kids Hospital

One of the finest image-builders on the U.S. motorcycle scene is the Motor Maids M.C. Recently the MMs sent a check for $200, representing 10% of the proceeds of their annual Colorado River Run, to the Los Angeles Childrens Hospital.

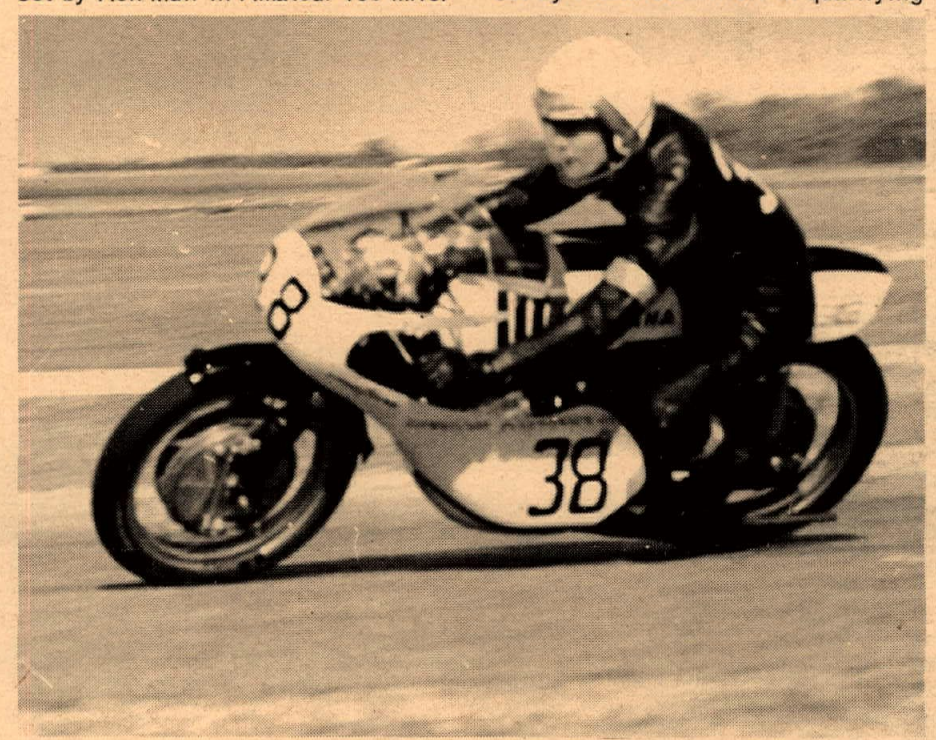
YAMAHA SWEEPS

Yamaha 8 of 1st 10
New Record - 150.501mph
set by Yvon duHamel in qualifying



Two years the winner, YVON DUHAMEL ran away with the Daytona 250cc Amateur/Expert Championship in 1968 and 1969 and was runner-up in the 200 Mile Championship last year. He is the undisputed Canadian road race King, riding for Fred Deeley of Canada.

Yamaha 1st and Fastest Qualifier
New Record - 96.100mph *
set by Ron Muir in Amateur 100 miler
New Record 134.831mph
set by Frank Camillieri in qualifying

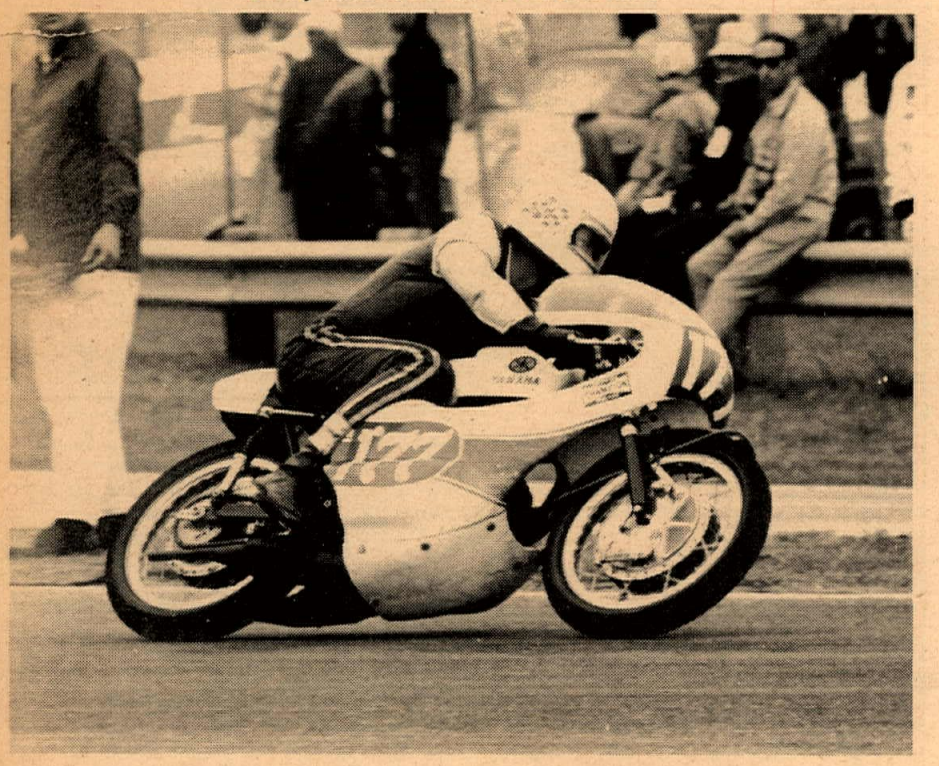


With only one week to prepare for Daytona, Warren Bales of Competition Accessories in Xenia, Ohio set up a winning ride for university So. Ill. student RON MUIR in the 100 mile Amateur race. Even after a leisurely 14-second pit stop, Muir lapped all but second and third place men.

Yamaha riders win - Sportsman Class 5 (201-250cc) and Class 2 (101-125cc)

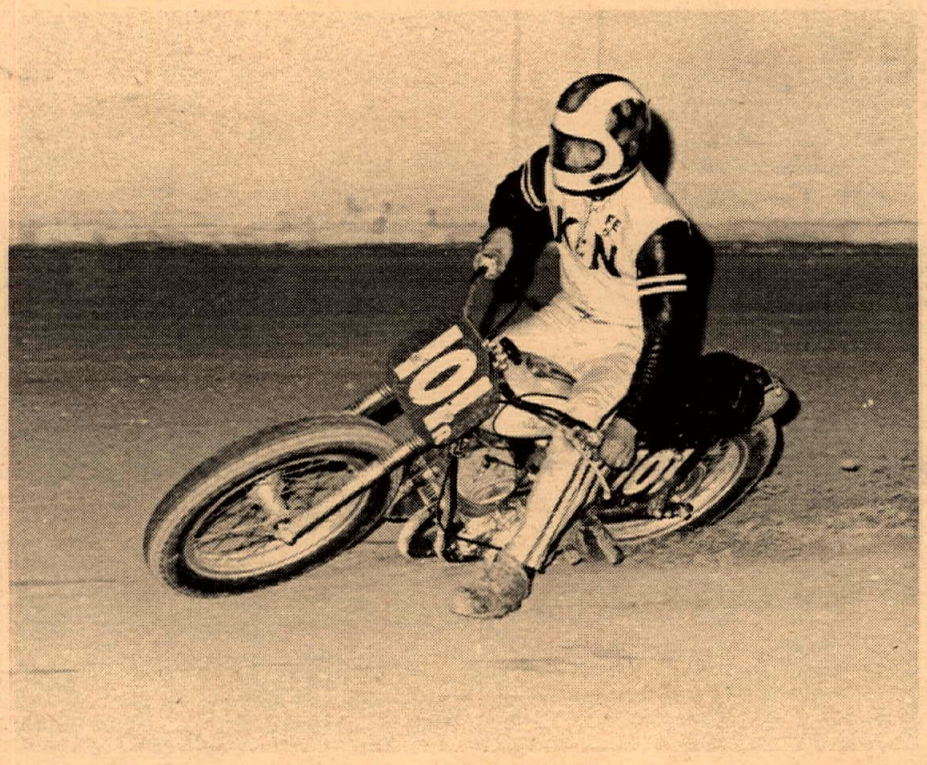
Yamaha riders win - Alligator Enduro Class B (mediumweight) 250cc 1st & 2nd

Yamaha 19 of 1st 20 New Record 93.530mph
set by Mike Cone in Novice 76 miler



18-year-old son of the Sherman, Texas Yamaha dealer, MIKE CONE emerged as the National Sportsman Road Race Champion during 1968, by AMA tally.

Yamaha 1st and 2nd Short Track Winner



Runaway winner in the Novice short track races at Daytona Beach, Florida was FRED EDWARDS, taking two heat race wins, the semi-final and the feature event on the Yamaha tuned by K&N Motorcycle Sales of Riverside, California.